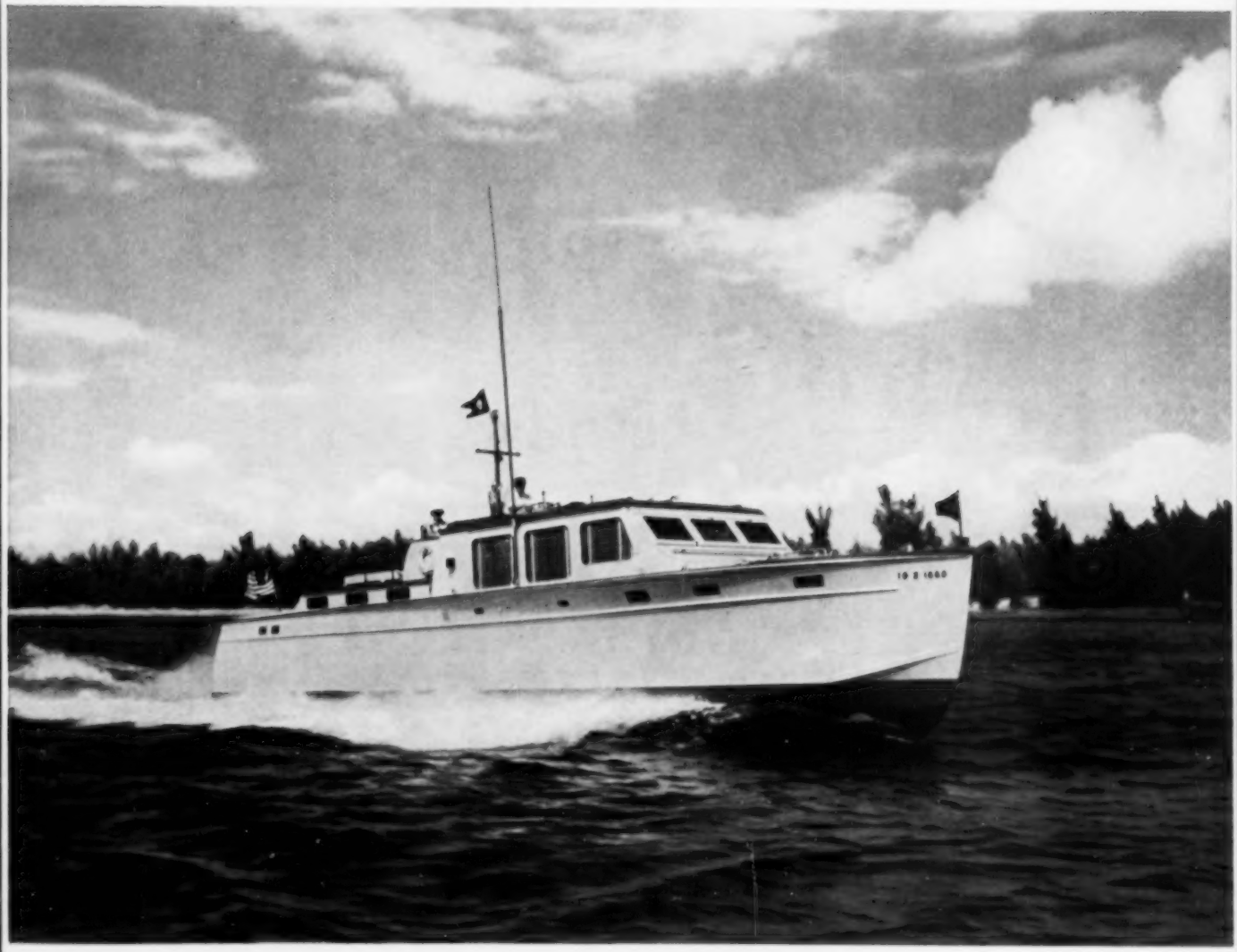
October, 1956

50 Cents

Yachting

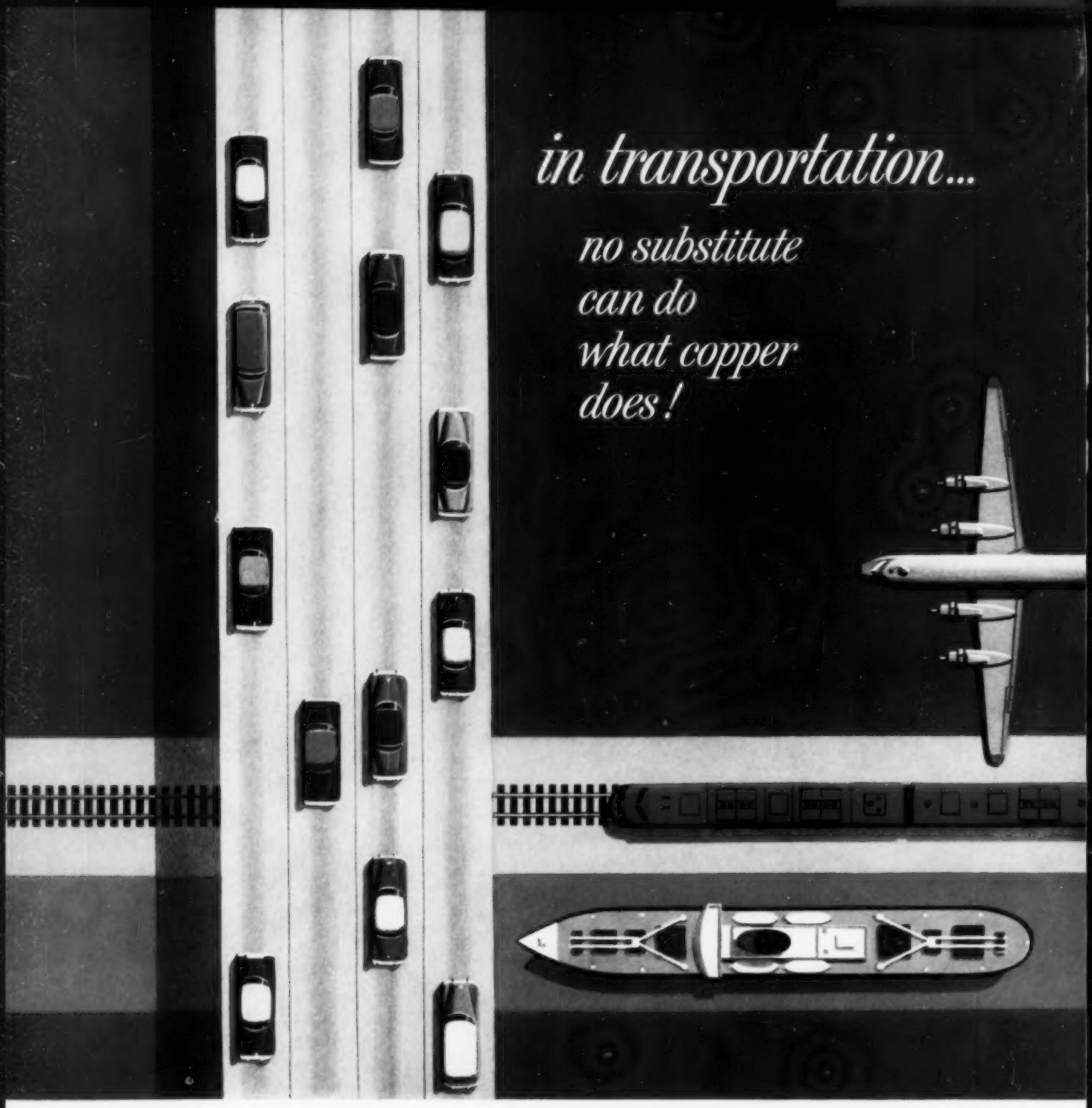
SAIL AND POWER



GO ON DOWN THE INLAND WATERWAY!

SALT WATER AND YOUR OUTBOARD ☆ HURRICANE HOLES GOING SOUTH

DECOMMISSION DAY ☆ FALL AND WINTER PROJECTS ☆ THE GOLD CUP

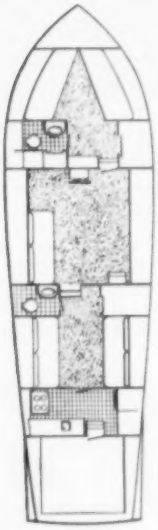


Copper carries electricity and conducts heat better than any other non-precious metal. None is so easily formed into such variety of intricate parts. No metal combines to so great an extent this supreme "workability" with the enduring properties of resistance to rust, corrosion, and wear. No effective substitute has ever been found with all the qualities of copper and its alloys... in transportation or in scores of other fields!

Kennecott Copper Corporation

Fabricating Subsidiaries: Chase Brass & Copper Co. • Kennecott Wire and Cable Co

FAIRFORM FLYER
Corinthian



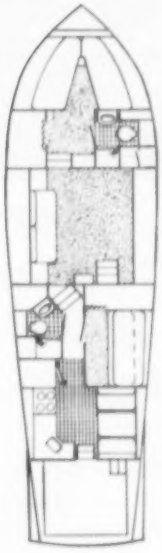
The "45"

A versatile yacht, the Corinthian model offers a wide variety of unusual options in arrangement of accommodations *customed* to the preference of the experienced yachtsman.

The Corinthian 45, in addition to her commodious Owner's Quarters forward, will sleep two in the Deckhouse on folding or Lounge Berths; two guests in the aft cabin which also may serve as dining area, adjacent to the Galley aft. Thus a total of six lower berths are provided for deluxe cruising comfort. If an additional berth and toilet are desirable for crew, they arrange nicely to starboard of the Galley in the Corinthian 47.

As an alternative, the standard Corinthian 47 is arranged to provide a convertible Dinette opposite the Galley in addition to Guest Stateroom with upper and lower berths and a complete Guest Bathroom with full shower.

With the Corinthian plan of your choice you have the assurance of Fairform Flyer standards for perfection, advanced design and built-in durability for Safety, Seaworthiness and cruising comfort that are traditionally Fairform Flyer.



The "47"

We invite your inquiry on these or other
Fairform Flyer models from 34 to 64 feet in length

FAIRFORM FLYER
SYMBOL OF YACHT PERFECTION

HUCKINS YACHT CORPORATION

Roosevelt Highway and Ortega River

P. O. Box 6336, JACKSONVILLE 5, FLORIDA EVergreen 9-1125

Sky Chief MARINE GASOLINE

More Power, More Miles, More Fun Afloat

Ask the man who uses it! He'll tell you about the new, lively power that *Texaco Sky Chief Marine Gasoline* super-charged with Petrox will put in your engine—inboard or outboard. *Sky Chief Marine* is the top octane fuel for full, knockless power from modern engines—is stabilized to prevent formation of harmful deposits.

Petrox, Texaco's exclusive power-building additive, is *all petroleum.* It burns completely, leaves no deposits. In fact, Petrox actually "plates" each engine part it touches with a protective anti-rust, anti-wear film.

All this adds up to: 1) full power, 2) more miles per gallon, 3) less wear and repair, 4) greater rust protection, and 5) lower costs for engine upkeep.

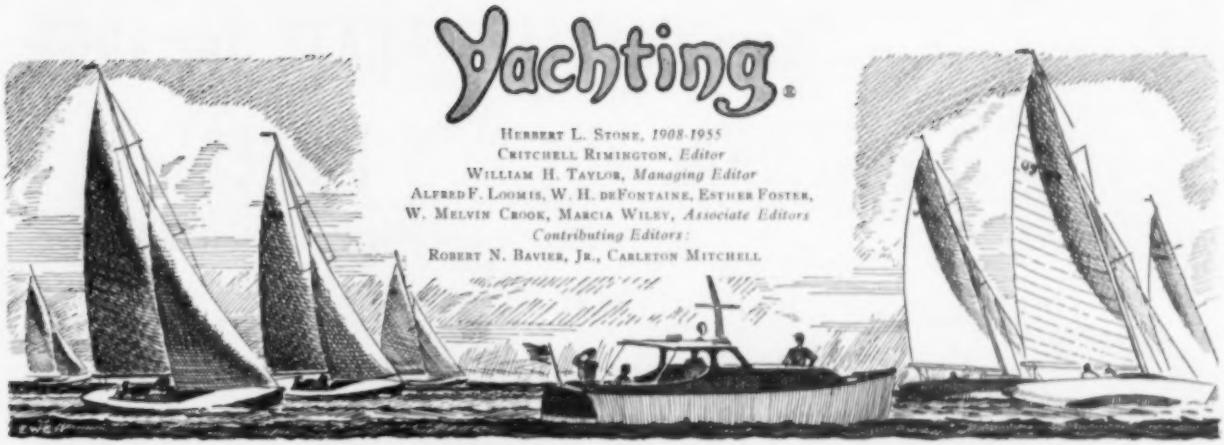
Use *Sky Chief Marine Gasoline* with *Advanced Custom-Made Havoline Motor Oil*—Texaco's great performance team for inboards. For outboards, use *Sky Chief Marine* with *Texaco Outboard Motor Oil.*

Your Texaco Waterfront Dealer is the man to see for more fun afloat.

The Texas Company, *Marine Sales Division,* 135 East 42nd Street, New York 17, N.Y.

TEXACO

TEXACO Marine Products



Yachting

HERBERT L. STONE, *1908-1955*
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VOL. 100 OCTOBER, 1956 NO. 4

"A Few Cheerful Funerals"

RECENTLY we had occasion to go through the back files of YACHTING and, in so doing, chanced across an article which had a singularly contemporary theme. It read, in part:

"For decades many of us have delighted in believing that in the boating field there existed a camaraderie and consideration for one another found in no other sport. Time was when this was practically universal. That spirit still exists widely albeit in sadly mangled form today. The old-timers cling to it and many newcomers honestly desiring to become yachtsmen in the true sense of the word follow their example. But of late years relations among boatmen appear to be undergoing a change. Perhaps it is because the number of newcomers has increased so amazingly.

"With the increase in the speed of power craft the thrill of boating has been intensified for some types of individuals. The fast boat has become more alluring and the speed and spray have drawn many thrill-hunters to the water. Nobody begrudges the other fellow all the thrills he wants, provided of course, that he can get them without seriously interfering with the rights of others. But there is a logical limit to his rights.

"The fast power boats that ply the waters at high speed are logical types of pleasure craft and are certainly welcome to any fleet. Their development in numbers during recent seasons has been a great gain to the boating sport. So was the fast automobile to automobiling. But in both cases inconsiderate persons abused the situation. Reckless idiots, frequently of immature years—although by no means the youthful exclusively—drove motor cars to crashes and endangered the lives and safety of innocent persons. And what happened? Regulatory legislation. Speed limits were set and the reckless driver today is arrested, fined, and even imprisoned.

"But the fellow who drives a fast power boat recklessly, endangering the lives and interfering with the comfort of the other boatmen—what does he get? Plenty of cuss-words hurled at him, fists shaken by enraged sufferers from his thoughtlessness, ignorance or sheer hellishness. And nothing else.

"We are all proud that accidents are few and seldom of a serious nature in our power boat regattas, despite the steady climb of the speed marks. This is because of the strict regulations imposed by the rules. But no rules—save ethical ones—govern on the waters plied by our pleasure boats. Only Uncle Sam's simple ones covering equipment, signals, and the like. So the foolish take advantage because there are no speed limits and no laws as to reckless driving enforceable by a blue coat and judge.

(*Continued on page* 152)

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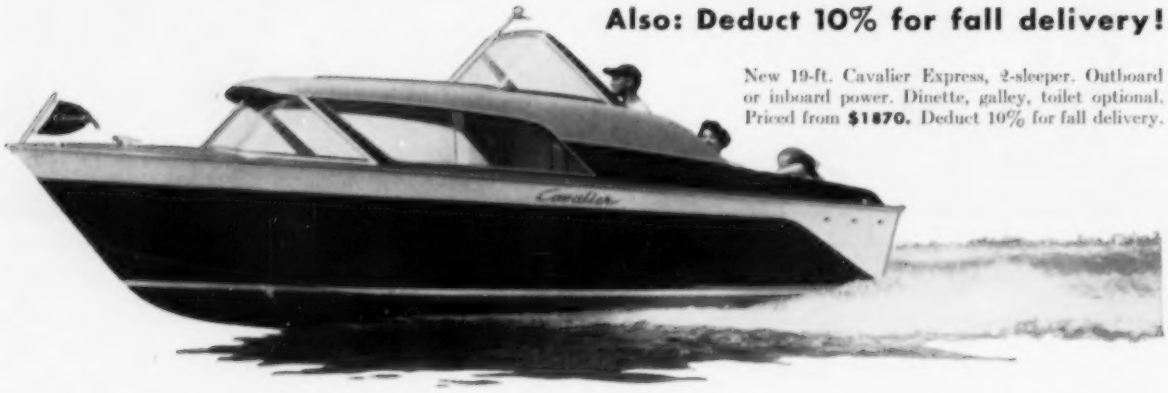
Announcing! New CAVALIER BOATS for 1957 AT SENSATIONAL BUY NOW PRICES!

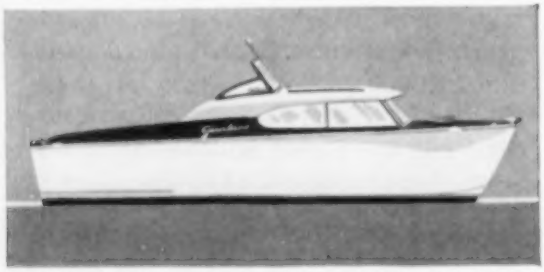
Also: Deduct 10% for fall delivery!



New 19-ft. Cavalier Express, 2-sleeper. Outboard or inboard power. Dinette, galley, toilet optional. Priced from **$1870.** Deduct 10% for fall delivery.

New 15-ft. Cavalier Runabout, double cockpit forward, inboard power. Speed: 30 mph. Sports styling. Price: **$1950.** Deduct 10% for fall delivery. Also 17-ft. model.

New 16-ft. Cavalier Semi-Enclosed Sports Cruiser. An outstanding value! Outboard power. Sleeps two; toilet optional. Price: **$1023.** Deduct 10% for fall delivery.



22-ft. Cavalier Express Cruiser, 2-sleeper. Outboard or inboard power, speeds to 29 mph. Space for enclosed toilet, dinette, galley. Priced from **$2330.** Deduct 10% for fall delivery.

Prices and specifications at factory subject to change.

Think of it! New 1957 value-packed Cavalier Boats—outboard and inboard—featuring modern styling, high performance, wide options of power, and *low prices*. In addition, for a limited time only, you can buy your new 1957 Cavalier Boat *and deduct 10% for fall delivery!*

But you must act quickly. Offer will be withdrawn when fall production schedules are filled. See your Cavalier Boat Dealer today!

17-ft. Cavalier Utility Boat. A honey for water sports. Engines to 131 hp, speeds to 38 mph. Priced from **$2065.** Deduct 10% for fall delivery. Also 15-ft. model, priced at only **$1865.**

22-ft. Cavalier Express Cruiser, 4-sleeper. A fine family cruiser. Outboard or inboard power. Dinette, galley, toilet optional. Priced from **$2395.** Deduct 10% for fall delivery.

DEALERS: Valuable franchises are available. Write for data.

Cavalier Boats

DIVISION OF CHRIS-CRAFT CORPORATION

CAVALIER BOATS, ALGONAC, MICHIGAN

WORLD'S GREATEST VALUES IN LOW-COST BOATING

Want the BEST low cost DEPTH INDICATOR?

Bendix DEPTH INDICATORS

6 UNBEATABLE FEATURES

Brilliant Flashing Indication —
Recessed dial and high intensity lamp give the sharpest, brightest depth indication. Easily seen, even in bright sunlight. Widely separated depth markings make it easy to read.

Single Self-Contained Unit —
Rugged, aluminum case contains the entire Depth Indicator (transmitter-receiver, power supply and the scanning mechanism). No additional equipment — except the transducer — is required.

Reserve Power —
Whether you choose the DI-3 or DI-4 the scale is not the maximum range of the unit. Both models give depth indication on the **second** revolution — far in excess of their ratings.

Choice of 2 Ranges —
Model DI-3 has a range 0-50 fathoms; Model DI-4 0-100 feet, at the same price.

Time-Tested —
Proved and used by thousands for the past 2 years.

Easiest to Install —
Requires only mounting the transducer on the hull and the single-unit indicator in any convenient location. Hull stuffing tube and all wiring supplied.

Mr. Boat Owner —
IF YOU HAUL OUT YOUR BOAT FOR THE WINTER, HERE IS THE DEAL FOR YOU.

For only $27.50 you can purchase the Transducer (sending-receiving unit) for a Bendix Depth Indicator and install it now during the fall and winter months. It's easy to do — the small streamlined unit fits easily and quickly on the bottom of any vessel. Molded in a rubber housing the Transducer is electrolysis-proof. With a separate through-hull fitting for the cable it can be installed in a location to assure optimum performance.
Then, next spring buy the Indicator unit and be prepared for best low-cost Depth Indication.

Ask your Bendix dealer for a demonstration of this low cost Depth Indicator or write for complete information.

Bendix
PACIFIC DIVISION
Bendix Aviation Corporation
NORTH HOLLYWOOD CALIF

Makers of the world famous Bendix Depth Recorders and Indicators, Direction Finders, Automatic Pilots, Radio Telephones and Marine Radar.

THE NEW "42" CONVERTIBLE FOR 1957 WITH *Walk-Around* DECKS

One ride will sell you on the smooth, level-running qualities of the husky Matthews hull.

The new walk-around model provides more usable deck space and greater protection for all hands.

AVAILABLE FEATURES

42'x 13'x 3'4" • Sleeps 6—two toilets • Increased locker space • Gas or diesel power • Single or twin engines • Hot water and shower bath • Flying Bridge can be added • Electric refrigeration • Electric stove with broiler • Electric glass panel heat • Ship-to-shore telephone • Special protective bow pulpit

[All 5 models of 42-footers for 1957 are now available in the standard hull with 11'10" beam —or in the wider hull of 13' beam with wide walk-around side decks of teak with mahogany rails.]

YACHTSMEN who prefer the Convertible Sedan model will fall in love with this new 1957 beauty. Now available in 13-foot beam with walk-around side decks and protecting rails.

Greater interior space, with increased flare adds greater comfort and sea-going ability to this favorite all-around model. Extra lockers have been added.

You can choose any one of five different interior plans with many new features, new fabrics and color schemes.

Free catalog gladly mailed upon request.

THE MATTHEWS CO.
PORT CLINTON 2, OHIO
DEALERS COAST-TO-COAST
In Miami: Matthews Cruisers, Inc., 1825 Biscayne Blvd.

"Wherever you cruise . . . you'll find a Matthews"

HIBERNATIN' HARRY

SAYS: Things to Do...

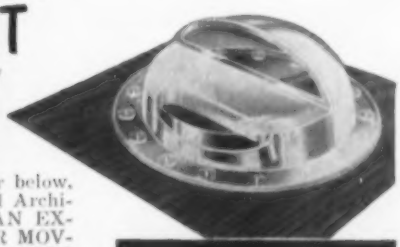
Before You Put Your Boat to Bed

SUDBURY'S Popular WORK-SAVERS!

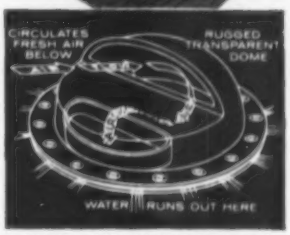
Let Sudbury make winter lay-up tasks easier, and give your boat better protection all winter long. "A stitch in time saves nine"—you'll lengthen the life of your boat and keep it "Bristol Fashion". You'll also save lots of time and labor at fitting-out time next spring.

1 "VACCINATE" YOUR BOAT Against Dry-Rot and Mildew

VENTILATE ALL WINTER LONG WITH SKY-VENT



No boat is immune to sweating and condensation — and the destructive dry-rot and mildew that follow. Sudbury's **SKY-VENT** is the only modern ventilator which admits fresh air continuously yet keeps out snow, sleet and rain. Your boat is never closed up tight with a **SKY-VENT** —and whether it's laid up for a week or a season there's always fresh air below. Walter J. McInnis, famous Naval Architect says, "SKY-VENT DOES AN EXCELLENT JOB . . . KEEPS AIR MOVING EVEN ON MOORING . . . KEEPS OUT RAIN AND SPRAY PERFECTLY . . . NO MUSTY ODOR AFTER CABIN HAS BEEN LOCKED UP."



100% TRANSPARENT

GOOD THIS WINTER, EVEN BETTER NEXT SUMMER!

You'll like SKY-VENT'S protection this winter — and you'll really rave about it next season as you enjoy circulating cool air — rain or shine. Even after leaving your boat for weeks, you'll come back to find the air ozone-fresh.

Sudbury's exclusive, patented SKY-VENT is completely transparent — non-fouling, non-magnetic — no metal to rust, corrode or polish. Hurricane proved. Three sizes — 9-in. Dia., only **$34.95**; 12-in. **$59.95**; 18-in. **$89.95**.

2 For A Spic and Span Bilge . . . AUTOMATIC BILGE CLEANER

Protects Paint, Fittings, Caulking, etc.

Here's the Bilge Cleaner that does ALL THE WORK! Save yourself hours of back-breaking scrubbing and scraping — just pour in a little AUTOMATIC Bilge Cleaner — let the roll of the boat clean the bilge. Non-caustic, gentle as a kitten. America's No. 1 Bilge Cleaner!

Reaches where nothing else can — gets rid of all grease, oil, dirt, scum. Use only 10c worth to each 30 ft. of length. Has exclusive deodorizing additive, MIRASOL, that kills bacteria and destroys offensive bilge odors — even from diesel oil. **Pt. $1.29; Qt. $1.98.**

3 PROTECT FUEL TANKS FROM RUST SAV-A-TANK CARTRIDGE

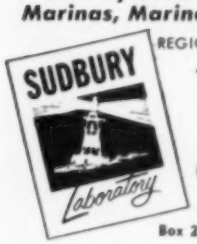
Don't let your fuel tank rust through this winter! In every tank, water caused by condensation becomes acid and eats through the bottom. SAV-A-TANK PREVENTS THIS. Just drop it in your tank for a full year's protection. Neutralizes acid, prevents rust and corrosion. **Only $3.**

4 ALL PURPOSE BOAT-ZOAP CLEANS EVERYTHING

For that final "scrub-down" Boat-Zoap works wonders even in cold water — hard or soft, fresh or salt. Dirt, scum, oil, grease disappear. Use it on the hull, in engine room, on deck. Handy dispenser hangs in galley with plastic packets (use one to a pail of water). **Wall dispenser (36 pkts.) 98c; Pt. Can $1.29.**

If not in stock at your dealer's, you may use order blank. For your convenience, the complete Sudbury Line has been listed.

Sold by Leading Boatyards, Marinas, Marine Supply Stores



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John Bergh, 221 Pomona Ave., Long Beach, Calif.

Donald H. McChesney, Winslow, Wash.

Burton Marine Sales, Bldg. 8, Pier 1, City Dock Miami, Fla.

SUDBURY LABORATORY
Box 2E, South Sudbury, Mass.

SUDBURY LABORATORY, Box 2E, South Sudbury, Mass.

Send me the Sudbury Quality Marine Products ordered below:

- ☐ **TRANSPARENT BOAT** . . . $179.95
- **SKY-VENT**
- ☐ 9-in. $34.95 ☐ 12-in. $59.95 ☐ 18-in. $89.95
- **BOAT FENDER** ☐ 15-in. . . . . $1.98 ☐ 17-1/2-in. . . $4.95
- ☐ **FENDER&FENDER BOARD** $19.95
- ☐ **SAF-T-SWITCH** $9.95
- **VAPOR-PROOF SWITCH**
- ☐ Multiple . . $17.95 ☐ Single . . $7.95
- **Automatic ENGINE ALARM**
- ☐ 6v-$19.95 ☐ 12v-$22.95 ☐ 32v-$24.95
- **TYPHOON BILGE PUMP, V—**
- ☐ 4-in. . . . . $39.95 ☐ 6-in. $49.95
- ☐ **Throttle&ChokeControl** . . Ft. $ . . .
- ☐ **GUSHER BILGE PUMP** $9.95
- ☐ **Liquid AQUA-CLEAR,** Pint . $1.98
- **AQUA-CLEAR Feeder**
- ☐ Model A—20 to 74 hp. $36.50
- ☐ Model B—75 to 145 hp. $49.95
- ☐ Model C—150 to 250 hp. $75.00
- ☐ Model D—Over 250 hp. $160.00
- **AQUA-CLEAR Crystals**
- ☐ 1 lb. . . . $2.50 ☐ 10 lbs. . . . $20.00
- **Automatic BILGE CLEANER**
- ☐ Pint . . . . $1.29 ☐ Quart . . . $1.98
- **BOAT-ZOAP**
- ☐ Dispenser Pkg. . . 98c ☐ Pt. . . $1.29
- ☐ **DUPLEX STRAINER** $39.95
- ☐ **SAV-A-TANK Cartridge** . . . $3.00
- **AQUA-SHED**
- ☐ Quart Can . . $1.98 ☐ Gallon . . $4.95
- ☐ **FREE-IT,** Aerosol Can 98c
- ☐ **E-Z-SQUIRT PUMP** $4.95
- ☐ **SAIL-ZOAP,** 8-oz. bottle . . . $1.49
- ☐ **BARFAIR 77,** Quart can . . . $1.49
- ☐ **CRYSTAL KLEENER,** 16 oz. . $1.98
- ☐ **WATER JACKET CLEANER** $2.00

☐ Send 1956 Sudbury Marine Catalog FREE, including pictures of the phenomenal TRANSPARENT BOAT.

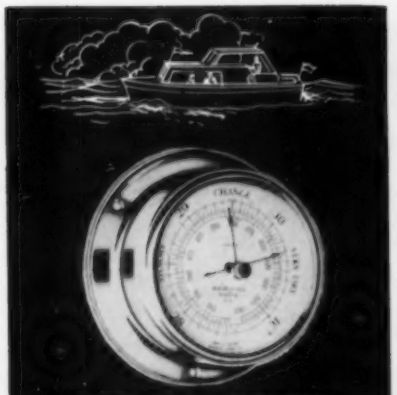
☐ Send free booklet "How to Double Engine Life", all about patented, exclusive Aqua-Clear Feeders that prevent rust and corrosion.

Name . . . . . Enclosed is $. . . . . .

Address . . . . . .

City . . . . . Zone . . . . . State . . . . . .

What's Your Pleasure?
Want a practical boat with plenty of space for "cargo" and fishing equipment or a flashing, dashing runabout that's tops for any form of water sport? Need a bigger boat or a little one? Whatever your pleasure, you'll find exactly the right model in the widely varied line of Trojan cruisers and runabouts, either inboard or outboard, in lengths of 15-17-18-19-21-22 and 25 feet.
Shown are two models at the shorter end of the Trojan line. Both 15' overall, the BLUE MARLIN (bottom) is designed especially for easy trailering and comfortable fishing on lakes, rivers and bays. The CUSTOM SEA QUEEN (top), style leader of the Trojan outboard runabouts, is famous for its high speed, performance and beauty.
See all the new Trojan Boats at your nearest Trojan dealer's
1957 TROJAN BOAT SHOW
starting
NOVEMBER 9.
Trojan
BOAT COMPANY
LANCASTER 9, PA.



PETITE YACHT BAROMETER

A real seagoing instrument with fine, compensated, aneroid movement. The all brass case is identical in size with the Petite Yacht Clock (illustrated opposite) making for an excellent gift combination.

Polished Brass $7.95; Chrome Plated $9.75

PETITE YACHT CLOCK

An accurate but economical yacht clock for small craft. Truly nautical in appearance with its all brass construction protecting the 7 jewel, 8 day movement. Its compactness, 2¾" dial, 4" bulkhead flange and 2" depth adds to its appeal.

Pol. Brass $26.75; Chrome Plated $29.75

NOW HEAR THIS! Made of solid brass, finished in polished chrome, with tightly enclosed motor, this corrosion proof horn really "sounds off". Its durable construction, attractive appearance and low cost will appeal to any Skipper.

Length 5⅜"; Height 6¼"; Width 5¼"
6 V - $18.75 12 V - $21.75

STAINLESS STEEL SINK WITH GALLEY PUMP

Great combination for small cabins. A smooth finish stainless steel sink 12¾" x 10½" x 4" (flange ⅝") complete with 1" bar plug strainer and tailpiece with a rugged chrome plated brass, double action, angle galley pump. Pump tapped for ⅜" pipe and stands 6¾" above the base.

Combination	**$24.95**
Sink separately	**$13.75**
Pump separately	**$12.75**

HATCH TRIM		HALF OVAL (14 Ft. Lengths)	
1-1/16x60" Per Len.	$4.25	½" Width Per Ft.	75c
1¼x72" " "	5.25	¾" " " "	1.10
1½x72" " "	5.55	1" " " "	1.95
		1¼" " " "	2.95

STAINLESS STEEL SCREWS for all MOULDINGS

	Doz.	Gross
FOR HATCH TRIM ⅝ #6	40c	$3.95
For ½" Half Oval ⅞" #6	60c	5.60
For ¾", 1" & 1¼" Half Oval 1¼" #8	75c	8.60

DISTRESS SIGNAL KIT

A 25MM pistol in handsome black steel finish with 6 red star shells. Ready to stow aboard in a heavy-duty clear plastic moisture-proof case measuring 10" x 6½" x 2". **$29.95**

RECORDING BAROGRAPH

This sensitive unit incorporates an 8 day, compensated, jeweled movement in a beautifully finished mahogany case. The case size, height 5", base 8" x 4½" is ideal for cabin use. Furnished with a year's supply of 2⅜" charts.

Complete $75.00. Extra year's charts $4.75

LATEST CATALOG—224 Pages of up-to-the-minute items of interest to the mariner. Hundreds of illustrations with complete data on many new items and new modifications of old items. A complete reference and guide to supplies and equipment for all types of pleasure craft from outboard to Bermuda Racers.

IMMEDIATE MAILING—Send $1.00 to cover postage and handling. FREE to Boat Builders, Jobbers, Dealers, Ship Yards, Naval Architects and Industrial Organizations. Write on your company stationery.

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MANHATTAN MARINE AND ELECTRIC CO., INC.
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why TITANIUM 'takes to the sea'...

Titanium saves weight—especially vital aloft. It's completely corrosion resistant, and its good looks require no care.

LIGHT WEIGHT – Titanium is strong as steel—but only half the weight. It can mean substantially lighter mast fittings like tangs, bolts, screws—provide better sailing stability, greater speed.

CORROSION RESISTANCE – Sea air and water—have absolutely no effect upon titanium. And it's practically immune to most other forms of corrosion—including the products of combustion. Titanium promises much longer service life for fuel tanks, sea water condensers, mufflers and exhaust pipes of wet or high temperature systems, etc.

Light, strong, corrosion-resistant titanium can add speed, seaworthiness and service life to your sailing or motor craft.

A Word About Availability – Marine parts of this unique metal are just becoming available. But boat or ship builders, or marine hardware firms can take advantage of titanium now. At REM-CRU it is available in all standard mill products—bars, wire, sheet, strip, and tubing. And there's always a REM-CRU engineer available to help with your application.

To keep abreast of the latest developments on this vital metal, write to Dept. Y-10—for the Rem-Cru Review—a free periodical presenting the latest technical data on titanium alloys.

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BRISTOL MARLIN

Length 42′, Draft 2′6″, Beam 12′6″, Displacement 14,000 lb. Cruising Speed 20 knots. Top speed 24½ knots. Power Twin Chrysler V-8 Imperials 200 hp. each, with 2 to 1 reduction gear and hydraulic controls.

The largest member of the Bristol fleet is truly a sport fisherman's dream come true. Her maneuverability and her speed and seaworthiness are unmatched. She has four foam rubber double berths and is designed with roominess in mind, with headroom and berths for tall people. Her large galley boasts low pressure gas cooking. A large head, ample storage drawers and hanging lockers complete the picture of practical comfort. A 10½ foot long rear cockpit allows elbow room for fishing or lounging. Flying bridge optional. Alternate layouts available. The price is sure to surprise and please you.

Since production is limited order early to avoid disap pointment.

BRISTOL BOATS a division of allen quimby veneer co. **bingham, maine**
120 River St.

Matthews "42" Flying Bridge Double Cabin Cruiser powered by a pair of 200 hp Chrysler V-8 Imperial Marine Engines

Here's Everything You Want...Including Auto-Lite Dependability!

There's a lot of real satisfaction in owning a good boat and in knowing that you can always depend on it. That's why 9 out of 10 pleasure craft engine builders team up with Auto-Lite electrical equipment. They know that it's ignition-engineered to give you the dependability and safety essential to happy boating.

THE ELECTRIC AUTO-LITE COMPANY, TOLEDO 1, OHIO

Wherever you cruise you'll find

AUTO-LITE

Authorized Service Nearby

Auto-Lite manufactures over 400 products, including Spark Plugs, Batteries, Wire and Cable and Automotive Electrical Systems . . . sold throughout the U.S. and Canada.

New 35′ Semi-Enclosed Cruiser is available as 4- or 6-sleeper. Single or twin engines to 260 hp, speeds to 26 mph. From **$13,660.** Also 40′ model.

READY NOW! 1957 CHRIS-CRAFT SEA SKIFFS

Deduct 10% for fall delivery . . . save up to $2809.00

Chris-Craft's great, new 1957 Sea Skiff fleet is ready for you now—time-tested, time-proved to be the finest round-bilge, lapstrake boats ever made!

Pick from an array of fast, dry, seaworthy models, 18′ to 40′. *If you take delivery this fall, you can deduct 10% from prices shown!* But you must act immediately to be assured of these tremendous savings.

This sensational offer is for a limited time only; will be withdrawn without notice when fall production schedules are filled. See your dealer today!

Prices f.o.b. factory, subject to change without notice.

CHRIS-CRAFT Sea Skiff®

DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICHIGAN

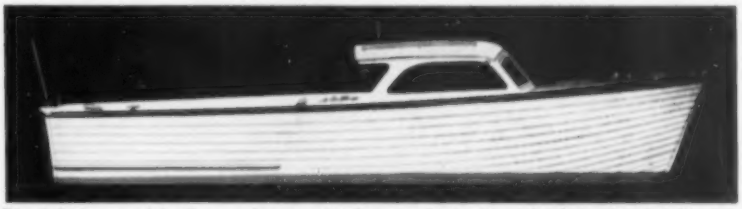
WORLD'S LARGEST BUILDERS OF MOTOR BOATS

DEALERS: Valuable franchises are available. Write for data.

30′ Semi-Enclosed 4-sleeper; galley, dinette, toilet. Single or twin engines to 190 hp, speeds to 26 mph. From **$9440.** Also 2-sleeper.

Sleep 4 in well-planned cabin of 26′ Enclosed Fly-Bridge Cruiser. Single or twin engines to 190 hp, speeds to 28 mph. From **$7740.**

New 22′ open model; engines to 95 hp, speeds to 28 mph. From **$3160.** Also 18′, 26′ lengths.



Big 30′ open model offers engines to 190 hp, speeds to 27 mph; from **$6440.** Roomy cockpit, space for two vee berths and toilet below forward deck. Permanent hardtop extra.

WORDS I WON'T EAT

When I first advertised 3-Ton Adhesive, I made the statement that if you broke a boom, you could unbend your sail, glue the pieces together in five minutes, rebend the sail and go on. I was seriously criticized for that statement, even by my own gang who are paid to think the boss is wonderful. It seemed to be a frightful exaggeration. They told me I would have to eat those words.

Well, I won't eat 'em. I won't even gargle 'em. Here's why:

The *Integrity* has a big boom, 5" in diameter. On the first day of the American Yacht Club cruise, one of the lads put a preventer on that boom about five feet from the gooseneck and didn't tell the skipper. Some hours later, another of the lads trimmed the main sheet using a powerful winch. There was a loud crack and our boom was sprung. The crack, running diagonally a distance of about four feet, reached almost clear across the timber. We frapped it with strong new rope twisted tight with a toggle, and continued the race. The airs were light and we got away with it. Next morning, without unbending the sail, we wedged the split apart, sealed the bottom with adhesive tape, poured in a wet mixture of 3-Ton, removed the wedge and brought the pieces together with light pressure with a C-clamp. In five minutes the boom was stronger than new. The following day we hit half a gale requiring two reefs in the mainsail and the storm jib. It really blew; and slatting in the high seas, that boom took a terrific beating. I am convinced that after what it took that day, it will take anything. So, I won't eat my words, and won't go to sea ever again without 3-Ton Adhesive aboard. We were considerably sobered by the thought of what would have happened if we had not had the 3-Ton with us: a trip to a shipyard, tremendous labor, and delay and expense necessitated by a new boom, the complete abandonment of the cruise. It wasn't pleasant to contemplate.

3-Ton Adhesive is not merely a repair material. It is the best seam filler you can imagine. It really stops leaks, not only because it is completely impervious to water but also because it holds the planks together. Its pull-apart strength is in excess of 6,000 pounds per square inch—hence its name.

Regular 3-Ton Adhesive comes in three types of powder: Natural (a creamy tan), Aluminum and Mahogany; and two types of activator: Slow, which sets in about half an hour at 70° F., and Fast, which sets in about five minutes at 70° F. It is priced at **$3.96** for a unit making about a half pint of adhesive. Jumbo size, sufficient to make about one gallon of adhesive—**$32.00** Postage paid on all except C.O.D. orders.

The new Brushing 3-Ton is still in an experimental stage. Sold only to guinea pig sailors who are willing to take a chance on a product not yet fully proved. We have not yet had a single unsatisfactory report from the many guinea pigs who have tried it. Current price per gallon **$29.55.**

WHY "CELASTIC" SHOULD BE APPLIED IN THE FALL

The principal burden of applying "Celastic"* is removing the paint. This is a big job and it is well to get on with it as soon as you haul out. A boat unprotected by paint does not open as much in the winter as in the summer. "Celastic" need not be applied all in one piece, or all at one time. You will have all winter in which to do the job and do it right. Because of the high evaporation rate, it is cold stuff to handle in cold weather, but the colder the weather, the more time you have to get each piece adjusted and fitted in place. If you make any errors you can correct them in the spring. If you do not order enough material there will be time to get more. "Celastic" applied in the fall has ample time to cure before you rush ahead with the painting.

"Celastic" is a plastic-impregnated fabric that looks like thick blotting paper. You run it through an activator we call dunk, and it comes out like a wet dish rag. It can be applied to any surface no matter what its curvature, as smoothly as the skin on a fish. After forty-eight hours, it becomes terribly tough to resist blows, abrasion and all the accidents that can happen to a boat. It is almost completely waterproof. It can be sanded and painted beautifully. It is used for covering and waterproofing underbodies, decks, cabin houses, cockpits, chines, garboards and has a thousand and one incidental uses on any boat. It works on lapstrake boats, plywood, centerboard trunks, cockpits, anything. Seams can be made completely invisible. It is not necessary to turn the boat upside down. It can always be repaired invisibly. As nearly as we can figure, "Celastic" applications by inexperienced applicators have proved about 99% successful. Many an old boat is afloat and functioning today that except for "Celastic" would now be in the boneyard. Measure the surface to be covered. Figure your costs from the price list at the end of this advertisement. All "Celastic" shipments are made transportation collect. Send for "Questions & Answers."

THIS IS CHILLED VARNISH WEATHER

Chilled Varnish is chilled in a bucket of ice just before and during application. It can be applied in almost any conditions of temperature or humidity provided it is not actually raining, snowing and in dense precipitating fog or falling dew. If that were its only merit, it would be a highly seasonal product, but Chilled Varnish is just about the richest, finest quality varnish ever made. It works beautifully, lasts long and has a deep wonderful luster. It is generally impossible to use other varnishes in the fall and winter, but with Chilled Varnish, yachtsmen and boatyards can get ahead on their bright work all winter long. One reason for the popularity of this varnish is the fact that an unskilled varnisher can get a beautiful result. The varnish has a tremendous re-flow which levels out and hides brush marks. In any temperature, the brush works as smoothly as if it were on ball-bearings, and there is scarcely any drag to the brush. It is sold everywhere along the waterways or direct by mail at **$2.95** per quart. Transportation paid on all except C.O.D. orders. Send for "Memo on Varnishing." This is a new edition and very helpful and instructive. It is free.

DUMBBELL PUDDENING

If this new fendering for dinghies and small boats were twice as expensive as it is, it would justify the price on merit alone. But it is priced at less than the cost of white cotton rope. Small size with ⅜" interior cushion, 1¼" overall (fits neatly on a gunwale ⅞" wide or wider) **39¢** per foot. Large size with ½" interior cushion, measuring 1¾" overall (fits on a gunwale 1¼" wide or wider), **45¢** per foot. No fractional footage sold. Postage paid on all except C.O.D. orders.

*Reg. U.S. Pat. Off. by The Celastic Corporation

"CELASTIC" Price List

Thick "Celastic" fabric for big boats and hull repairs where additional structural strength is required—48" wide.
Per lineal yard **$8.00**

Thin "Celastic" fabric for decks, waterproofing, etc. 46" wide
Per lineal yard **6.40**

Amateur Dunk— Per gallon **5.60**
Per 5-gal. drum **16.66**

New Super Dunk—slow-setting, superior adhesion, especially to metal.
Per gallon **7.70**
Per 5-gal. drum **29.15**

Patching Cement Per quart **3.33**
Metallic Filler Per quart **3.40**

Full instructions with each order. Transportation charges collect. No fractional yds. or gals. sold. Order 1 gal. Dunk for 3 lin. yds. thick or 5 lin. yds. thin + 1 gal. "for the pot." Add 50% for outdoor winter use. Add 100% for outdoor summer use.

H. A. CALAHAN, INC. **859 Mamaroneck Ave., Mamaroneck, N. Y.**

Telephone: MAmaroneck 9-2082

Sensational New GREBE *"47" for '57*

STANDARDIZED HULL FOR LOW COST — OPTIONAL INTERIORS

Flying Bridge or Other Models

—YOUR CHOICE—

Illustrations above show "ISAN-III" just delivered to Mr. Hugh W. Jackson, Coral Gables, Florida. Illustrations below show "ESTELLA-M-II" built for Mr. C. E. Wetherald, Grand Blanc, Michigan.

Here's an opportunity to get a truly fine yacht *distinctively your own*—both in outward appearance and interior appointments—for most moderate cost. In these new 47′ GREBE-built beauties you get the same sound construction, seaworthiness, smart styling and comfort that have made GREBE 65's famous everywhere among those who know boats and boating. Design allows choice of one or two staterooms aft with bath and shower. There's a large double stateroom forward, modern galley and dinette, spacious sundeck, railed walk around decks, roomy after-cockpit for fishing, fuel and water capacity for extended cruising. Power is optional—gas or GM Diesel. Decor and furnishings to your selection included in the moderate cost. The estimate you'll get is for the boat complete.

DELIVERY FOR FLORIDA SEASON? — *Yes!*

The first few who give us the "go ahead" on a new "47" will be able to get their beautiful new yachts about the first of the year—in time to cruise down for some Florida sun while the rest of the nation wallows in snow! Contact us at once regarding design and interior arrangements you favor and we'll tell you exactly what can be done and what it will cost to meet your requirements.

HENRY C. GREBE & CO., INC.
3250 North Washtenaw Avenue
Chicago 18, Illinois

DESIGNERS AND BUILDERS OF THOSE FINEST OF YACHTS—THE FAMOUS GREBE 65'S

What's your signal I. Q.?

This puts the pressure on...

These two red flags with black centers warn of an approaching hurricane . . . or one of the severe storms which flash across the lakes and Atlantic coast.

and this takes it off...

You can always count on full performance when you fuel up at the Gulf sign with GULF MARINE WHITE.

First, it's a 100% *marine* gasoline specifically refined to protect your engine.

And it's *Micronic Filtered* at the pump to remove the destructive particles of dirt and moisture that can get into any fuel in transit from the refinery.

Safeguard your boat. Use GULF MARINE WHITE gasoline . . . and Gulfpride Marine H.D. Oil as well.

GULF

GULF MARINE WHITE

"It's Micronic Filtered"

Miss Betty Carstairs tells why she switched from gasoline to

GM DIESEL POWER

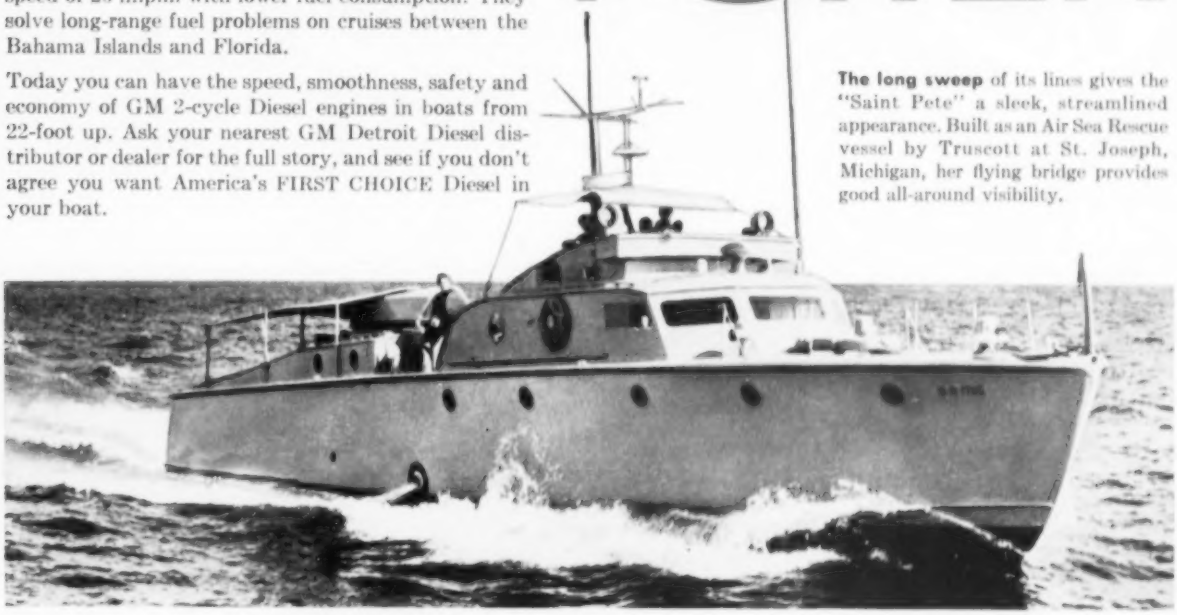
▼ "*Safety at sea and greater power plus a longer cruising range,*" are the reasons Miss Carstairs gives for repowering her 63-foot "Saint Pete" with a pair of General Motors Detroit Diesel "110" engines.

These compact, high-powered Diesels take up less space, and because they use less volatile fuel, fire hazards are minimized, reducing insurance rates.

GM Diesel engines give this handsome vessel a top speed of 26 m.p.h. with lower fuel consumption. They solve long-range fuel problems on cruises between the Bahama Islands and Florida.

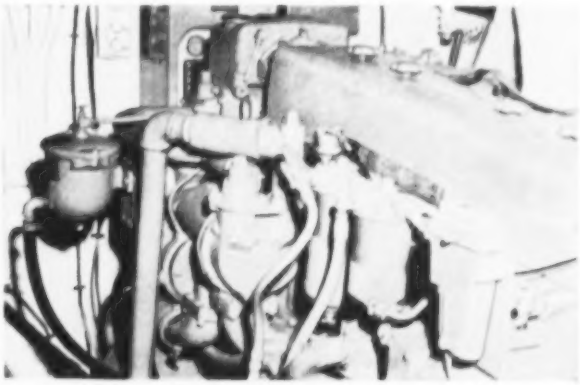
Today you can have the speed, smoothness, safety and economy of GM 2-cycle Diesel engines in boats from 22-foot up. Ask your nearest GM Detroit Diesel distributor or dealer for the full story, and see if you don't agree you want America's FIRST CHOICE Diesel in your boat.

The long sweep of its lines gives the "Saint Pete" a sleek, streamlined appearance. Built as an Air Sea Rescue vessel by Truscott at St. Joseph, Michigan, her flying bridge provides good all-around visibility.



◀**"Queen of Whale Cay"** (the Bahama Island where she operates a vegetable plantation), international speedboat racer, philanthropist and airplane pilot, Miss Carstairs says, "*There is no better Diesel made than a Detroit Diesel engine. And it's backed by dependable service facilities with greater availability of parts.*" On deck with Miss Carstairs is Harold Ellis of Ellis Diesel Sales & Service, Ft. Lauderdale, whose firm installed the GM Detroit Diesel engines.

Two GM "110" Diesel engines, each rated 289 S.H.P. ▶ @ 2000 r.p.m. turn 24 x 18 Columbian 3-blade propellers through direct-drive GM Torqmatic marine gears with fingertip hydraulic control, to give the "Saint Pete" a cruising speed of 20 m.p.h., a top speed of 26.



GM
GENERAL MOTORS
DIESEL POWER

Sales, Factory-Engineered Parts and Authorized Service through distributors and dealers in all important marine locations. See your local Telephone Classified Directory or write, wire or phone for name of nearest distributor.

Single Engines . . . 50 to 300 H.P.
Multiple Units . . . Up to 893 H.P.

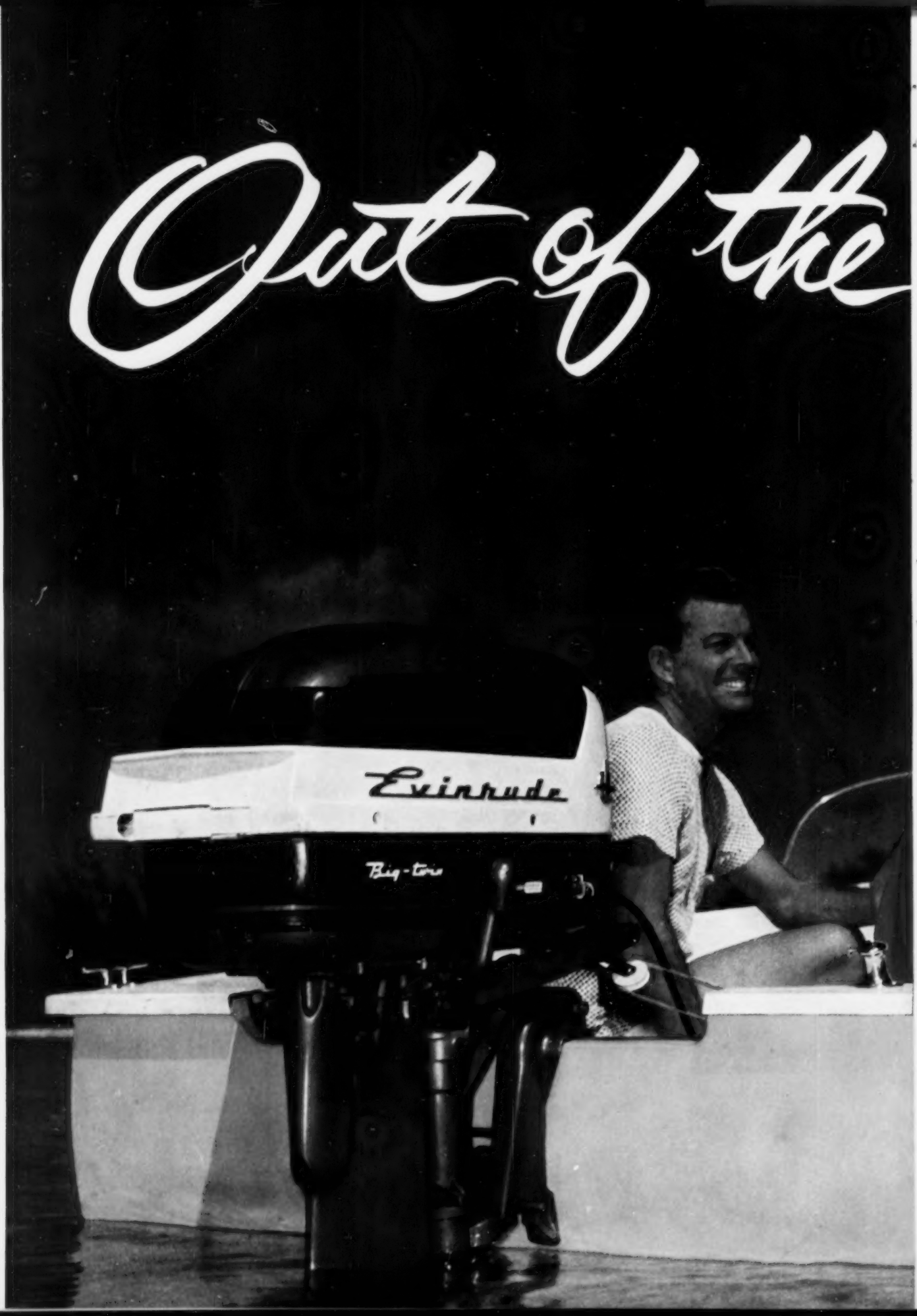
DETROIT DIESEL

ENGINE DIVISION OF GENERAL MOTORS

In Canada: GENERAL MOTORS DIESEL LIMITED, London, Ontario

America's Largest Builder of Diesel Engines

Out of the



from Evinrude

comes news to set your boating dreams aglow

THEY'RE HERE . . . nine glorious new Evinrudes for '57! *Right now*—at top boating dealers straight across America—you can see these new '57 models . . . ride with them . . . *run them* . . . and savor the grand new thrills in your boating future!

TALK ABOUT PERFORMANCE . . . they're *loaded!* Three superb new "35's." A new Lark magnificently styled to complement the finest boats afloat. New, more powerful, high compression engines that set an entirely new standard of big-load driving ability. Wonderfully smooth and *whisper quiet!* New 12-volt electric starting. A new high-capacity generating system for cruising folks who want abundant current!

GOOD NEWS, too, in the medium power field! A new Fastwin with a great new engine—power increased full 20% for stand-out performance on family runabouts—flashing take-offs for water skiers. A new Fastwin Electric with 12-volt starting.

RIGHT DOWN THE LINE—in every popular power range for family boating or fishing fun—these exciting new '57 models are waiting for you now. See your Evinrude dealer—look for his name under "Outboard Motors" in your phone book. If you own a motor, see him now for the most favorable trade-in deal of the year. For free catalog of the complete Evinrude line, write **EVINRUDE MOTORS,** 4326 N. 27th St., Milwaukee 16.

A Division of Outboard Marine Corporation
In Canada: Mfd. by Evinrude Motors, Peterborough

Evinrude

quiet outboard motors

See the new Evinrudes in action on TV—"Today" and "Tonight" Oct. 3, 4, 5

You can enjoy unlimited expression in your selection of colors and color combinations with INTERLUX Marine Finishes. They are available in twenty-eight lovely colors as well as white, black and aluminum. Colors may be used separately or intermixed to produce any color or shade desired.

So much for beauty, but now let us consider the practical phase of boat painting. INTERLUX Paints and Varnishes give lasting protection to topsides, spars, decks and interiors. They resist sun, salt water and hard usage and never chip, craze, crack or blister. An INTERLUX surface washes like a china dish. International Bottom Paints are also available in attractive colors. They are the most effective anti-fouling compositions obtainable.

Write today for color cards and color combination suggestions. No charge.

International Paint Company, Inc.

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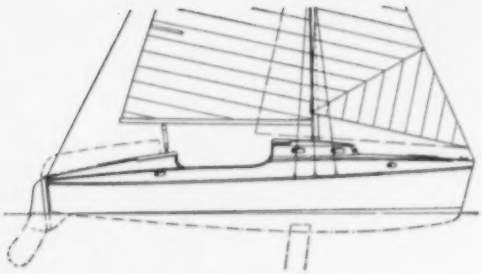
WORLD'S LARGEST MARINE PAINT MAKERS

NEWS! NEWS! NEWS!

NOW AVAILABLE—THE FAIREY MARINE ATALANTA



AN entirely new concept in cruisers for racing or family sailing.

Comfortable accommodations include two bunks over 6 feet long in the fore cabin, two in the after cabin plus a spacious 6 foot 6 in. cockpit which can sleep 2 with a canvas over the top.

Combining the ditch crawling ability of a lightweight centerboarder with stability and sea-going ability, the Atalanta handles easily and can carry full sail to windward in an 18 to 22 knot breeze.

There is ample space below the cockpit floor to take a flat twin engine or an outboard can be used through an aperture. Twin outboards fitted on each beam can also be used.

A small lobby aft the forward cabin provides a large oilskin locker to port and ample space for galley and stowage of pots and pans to starboard. There is stowage space also below the cockpit seats as well as in the space below the cockpit floor if an engine is not used.

Constructed of ½ in. moulded ply throughout, the Atalanta is impervious to dry rot and weathering. Unbelievably strong and durable its one-piece hull cannot leak and needs no caulking. On an adequate trailer, this boat can be towed easily by most automobiles.

A fast racing boat, this shallow draft cruiser goes about under jib alone without hesitation.

The mainsail is hoisted on a track with slides and the rigging is so designed that no runners are necessary. Both main and jib are hoisted by wire winches.

These fine boats are being built on a limited production basis with custom features. We will guarantee delivery of your Atalanta for late spring sailing if you will send your order and deposit by December 1st. Financing can be arranged.

The Atalanta will be on display in Boston in October.

Kits start at $3000. Completed boats higher.

DIMENSIONS

L.O.A.	26 ft.
L.W.L.	24 ft.
Beam	7 ft. 6 in.
Draft (hull)	1 ft. 3 in.
Draft (With centerboards down)	5 ft. 9 in.
Displacement	Approx. 1 ton
S.A.	240 sq. ft.
S.A. (with genoa)	270 sq. ft.

George D. O'Day ASSOCIATES, INC. | 9 Newbury St. Boston 16, Mass.

Importers of: The Jolly · "505" · International 14 · Atalanta · Cadet · Firefly · Finn · Duckling · International 110 · Albacore

What's ahead?

Will it be the ever-quickening thrill to the surge of wind and wave—continued pride and confidence in a sound boat—or possibly a serious financial loss?

It may all depend upon your yacht insurance. Protection through the MARINE OFFICE OF AMERICA assures you of a strong and dependable safeguard against loss from boating hazards or liability claims which may result.

For your security, see your insurance agent or broker today!

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Mighty Sweet Power for "TWEETIE THREE"

reports yachtsman Willard Noxon, Reading, Pennsylvania bottler

Flying the burgee of the Northeast Yacht Club, **Tweetie III** gets under way on a trip down Chesapeake Bay to the ocean. **Tweetie III** is a 37-foot sedan cruiser built by Colonial Boat Works of Millville, New Jersey.

Willard Noxon's "Tweetie III" ... another fine boat Chrysler-powered for best performance

Willard Noxon looks with pride at his twin Chrysler Crown Engines, each 125 horsepower.

A newcomer to Chesapeake Bay is *Tweetie III*, owned by Willard Noxon of Reading, Pennsylvania. The new 37-foot Colonial Cruiser was delivered last April, powered with twin Chrysler Crown Engines.

Owner Willard Noxon has some very nice things to say about his new boat. He's pretty excited about her power too. Writes Noxon: "*Since that very first run in April I've known we had a real winner in the combination of Colonial Boat and Chrysler Crown Power. Right from the beginning Tweetie's been a fast starter and real performer—but what appeals to me most of all about your engines is their complete dependability. It's mighty sweet power. I intend to be a Chrysler-powered boatowner from now on!*"

That's a wise boatowner. He's found the engine that successfully combines dependability, performance and economy. Why don't you check into Chrysler Marine Power for your boat. Chrysler Marine Engines range from 95 to 250 horsepower, powerful, compact in-line 6 cylinder engines and short-stroke V-8 engines. There's a Chrysler Marine Engine Dealer near you. See him or write direct for catalog:

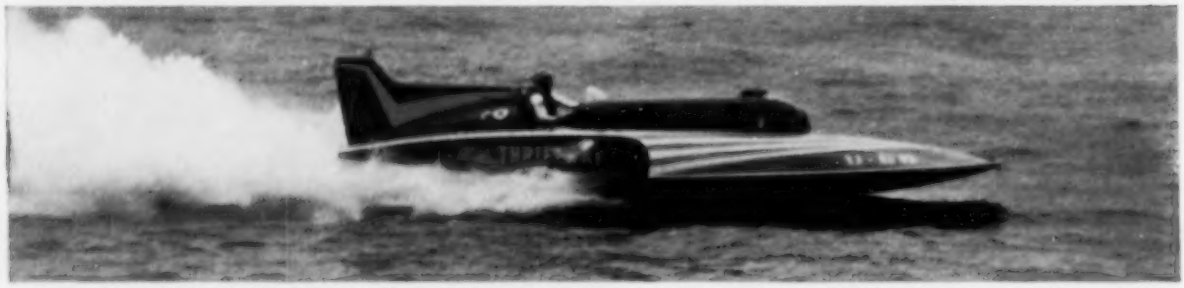
Dept. 210, Marine Engine Division, Chrysler Corporation, Trenton, Michigan.

CHRYSLER

America's No. 1 Marine Engine

MARINE ENGINE DIVISION • CHRYSLER CORPORATION

Shanty I, winner of the 1956 Harmsworth Trophy, almost had the Gold Cup sewed up . . .



Miss Thriftway, finished the final heat in front . . .

Miss Pepsi, declared winner by the racing committee, has her victory challenged . . .

In the Harmsworth . . . in the Gold Cup

a Monel shaft drives the winner!

As we go to press, the result of the Gold Cup is still up in the air.

But there is no dispute on this point: The winner was driven by a Monel nickel-copper alloy shaft. (Every entry in both the Harmsworth Trophy and the Gold Cup race had one!)

What better proof could you have that a Monel alloy shaft belongs in *your* boat?

Monel alloy is outstandingly resistant to marine corrosion. It has more strength, more stiffness, more toughness than ordinary shafting materials. It's harder — far harder — than other non-ferrous alloys. It resists . . . abrasion . . . stress . . . fatigue.

Whether you skipper a racer, runabout or cruiser, make your next shaft the one that's truly trouble-free in any waters. *Make it Monel nickel-copper alloy!*

The International Nickel Company, Inc.
67 Wall Street New York 5, N. Y.

INCO Nickel Alloys

This helpful booklet — free. It's Mel Crooks's "More Power to You." Entertaining, yes. And packed with useful information as well. Suggests how to judge shafts . . . how to choose the right size for your boat . . . how to space bearings. And much, much more. Send for a copy — *today.*

Monel ". . . it's the SEAGOIN' metal"

Monel and Seagoin' are registered trademarks of The International Nickel Company, Inc.

CREATED AND BUILT ONLY BY TRUMPY

NEWEST TRUMPY IN 1912
Designed and built for A. E. Disston of Phila., Pa. In her day she represented the ultimate in comfortable living and true seaworthiness.

Built in America,
by American craftsmen.
Designed for comfort
and enduring satisfaction.

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Announcement

THE MIAMI BEACH BOAT SLIPS, INC.

Is pleased to announce to all yachtsmen that the operation of its entire facilities in Miami Beach is now under:-

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We cordially and sincerely invite all yachtsmen to make our yard their base of operation for boat slips, service, repairs and every yachting need. In Florida's finest repair facilities, we offer reasonable rates, prompt service and excellent workmanship.

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MIAMI BEACH BOAT SLIPS, INC.–1928 PURDY AVE.
MIAMI BEACH, FLA.

Luxuriate
WHEELER
PROMENADE YACHT
52'
"Prima Donna" - Mamaroneck, N. Y.
Owner - John R. Sheppard, Jr. Esq.
Power 2 - 235 HP-G.M. Diesels
★ Yes—Luxuriate aboard a new Wheeler—Enjoy to the full every moment afloat. A Wheeler with its maximum cubic footage living area has for you, every ingredient for luxurious living. A Wheeler has lively lines and robust characteristics that give it "THE" place of prominence among fine yachts everywhere. Now is the time to order your new yacht, we will trade your present one.
SEDANS, EXPRESS CRUISERS, PROMENADE DECK YACHTS
34' - 38' - 42' - 44' - 48' - 52' - 56' - 61' - 65' - 75' - 85'
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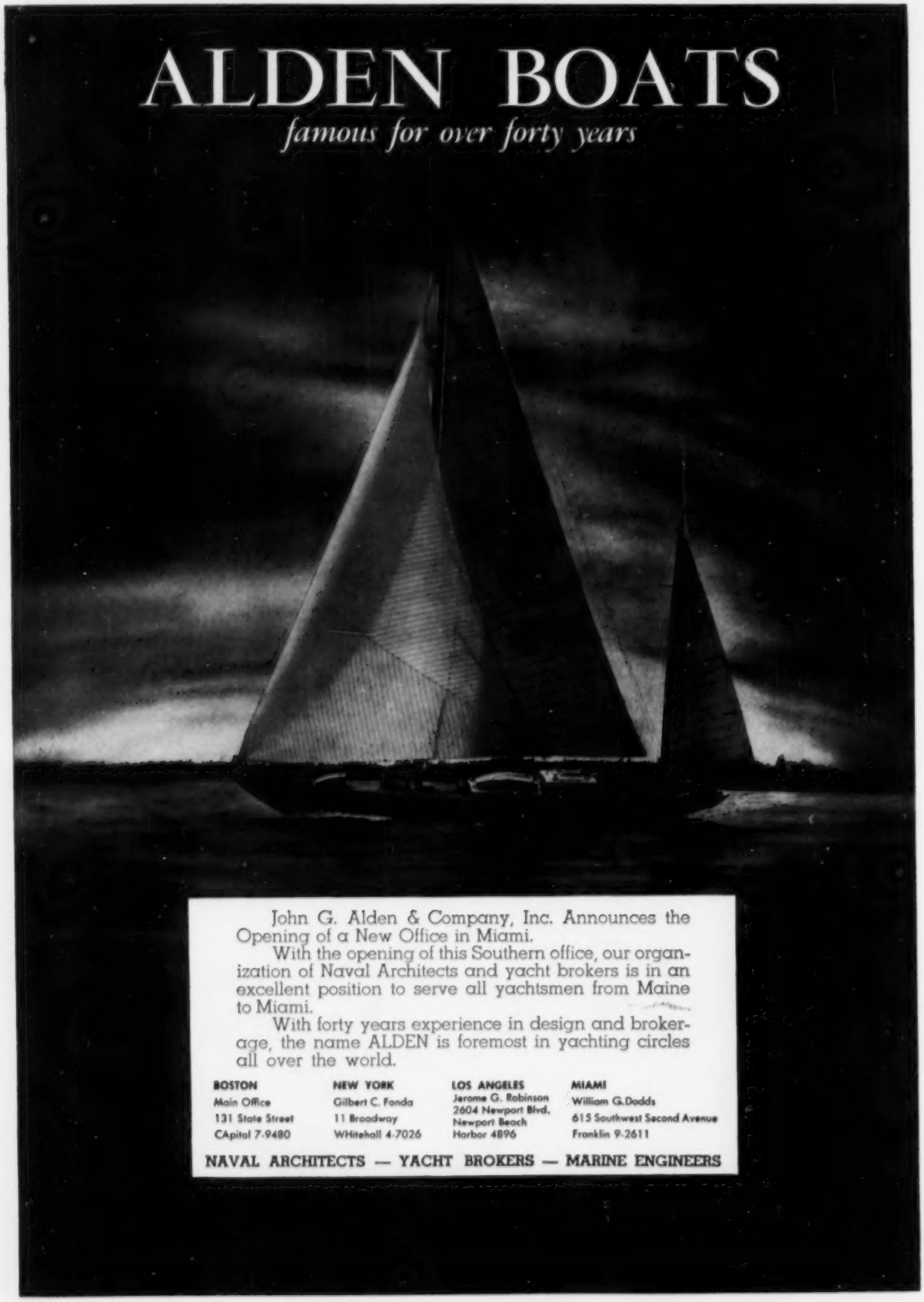
42'
"Cristal" - Havana, Cuba
Owner - Julio Blanco Herrera, Esq.
Power 2 - 150 HP-G.M. Diesels
WHEELER YACHT COMPANY • Foot of Patterson Ave. (Clason Point) New York City 72, N. Y. • TYRONE 3-5000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famous for over forty years
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With the opening of this Southern office, our organization of Naval Architects and yacht brokers is in an excellent position to serve all yachtsmen from Maine to Miami.
With forty years experience in design and brokerage, the name ALDEN is foremost in yachting circles all over the world.
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DESIGN ★ ★ ★ BROKERAGE

MEMBER YACHT ARCHITECTS & BROKERS ASSOCIATION INC.

NEW YORK OFFICE: 11 BROADWAY, NEW YORK 4, N. Y. • Tel. WHitehall 4-7026
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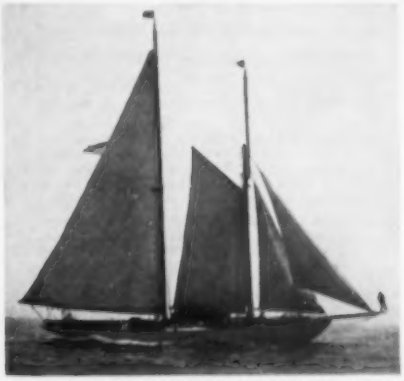
BEAUTIFULLY-BUILT, MODERN CRUISING SLOOP, 46' x 31'6" x 10'6" x 6'7" Danish built show boat in 1949. Repowered with Gray Sea Scout 1954. Good sail inventory including 1953 Dacrons. Sleeps 5. At Manchester, Mass. ALDEN No. 5262.



64' L.W.L. ALDEN DESIGNED DIESEL AUX. SCHOONER, Hodgdon built 1930. Repowered 1946 and new masts, sails and rigging 1955-56. Sleeps 7 plus crew. Double planking, teak decks, elec. deck winches and windlass. Going south this winter where she will be available for sale or charter. ALDEN No. 445-A.

HANDSOME, MODERN TYPE RACING-CRUISING YAWL, 52'1" x 36' x 12' x 8' designed by Alberg, built by Simms, 1948. Gray aux. Large sail inventory from 1949 to 1956. Phone, RDF, fathometer, etc., sailing dinghy. Well equipped and cared for. New York area. ALDEN No. 4110.

1952 CRUISING-RACING YAWL, designed by Sparkman & Stephens, built by Abeking & Rasmussen. 32'6" l.w.l. Sleeps 6 plus crew. Red Wing Diesel new 1956. Excellent sail inventory. Conn. ALDEN No 4345

ANNOUNCEMENT

We are pleased to announce that

Richard Ward Jr.
of
Marblehead, Mass.

is now a member of the brokerage staff of our Boston office.

63'3" DOUBLE-ENDED KETCH RIGGED MOTOR SAILER by the late Bill Hand. New G.M. Diesel 1950. Very able and comfortable for 6 people plus crew. Double cabin arrangement. Sale or charter south. ALDEN No. 4589.

LEFT:—HEAVY, OFFSHORE TYPE CRUISING YACHT. Diesel power. Commercial scantlings, painted finish but well kept. Teak decks etc. A real home afloat for four people plus crew. Very completely equipped for southern living. Offered to settle estate. Chesapeake Bay. ALDEN No. 2242.

RIGHT:—A MODERN 64' STEEL-HULLED, TWIN DIESEL YACHT, built in Holland in 1953 but with mostly American equipment, etc. G.M. 6-71 Diesels. Has 3 double staterooms plus extra berths and room for 2 in crew. Now in wet storage in Florida. ALDEN No. 2310.

25'10" POWER BOAT designed by Paterson and built by Norman Hodgdon in 1946. Would make ideal club launch or any day passenger use. Chrysler Ace. Speed 11 to 15 mph. Has had best of care in Maine. ALDEN No. 2293.

57' GREBE TWIN DIESEL YACHT, new 1951. Double planked hull of modern equipment, two double staterooms, two in deckhouse plus crew. Located Fla. ALDEN No. 4114.

40'8" T. S. HUCKINS, built 1946 and repowered 1956 with Chrysler Crown Specials. Sleeps 5 plus crew. Completely reconditioned 1951. RDF, auto pilot, fathometer etc. On Lakes. ALDEN No. 2264.

With the opening of the FLORIDA OFFICE, we are very anxious to increase the number of our SOUTHERN LISTINGS. If your yacht is available, list it with us for sale or charter.

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★ BROKERAGE ★ CHARTERS ★ INSURANCE ★ MANAGEMENT ★ STORAGE ★

40' MATTHEWS Sedan 1948. Twin 150 hp Packards. Depth finder, automatic pilot, 75W radiophone, 2 fishing chairs, fume indicator, 12V Onan generator, dinghy, Chargicator.

40' WHEELER Express delivered 1955 and Diesel powered. An exceptionally clean and well equipped boat. Owner accepting delivery of larger boat, very anxious to sell. $28,000.

47' ANNAPOLIS Flying Bridge Cruiser 1947 and rebuilt 1953. Twin Chris-Craft engines give her speed of 14 knots cruising. Sleeps 7. Radiophone, RDF, fathometer, outriggers, Rockaway chairs, dinghy, CO2, fume detector.

HUCKINS OFFSHORE 48. 1949. Two GM 6-71s completely rebuilt 1956, speeds to 29. Radiophone, automatic pilot, oil heat, etc. One-captain boat. Fairly priced.

53' BURGER Flying Bridge 1948. Twin 6-71 GMs. Teak deck. Two double staterooms, 1 crew, 2 showers. Automatic pilot, RDF, radiophone, Lux, dinghy.

POWER

LOCATED IN FLORIDA

33' COLONIAL Sportster 1952. Twin 115s. Sleeps 4. Automatic fire protection, radio-phone, electric bilge pump. White fathometer, pressure water, fume detector. $12,500.

42' CHRIS-CRAFT DCFB 1951. Twin 145 CCs. Dual controls. Raytheon radiophone, Kidde system, hot water shower, etc. Kept almost entirely in fresh water. Excellent condition.

42' CORRECT CRAFT Flying Bridge Cruiser 1953. Two Gray Diesels 100 hp each. Sleeps 5. 35W radiophone, dinghy, fish chairs, outriggers, hot shower, CO2. $26,000.

50' FLUSH DECK WHEELER 1954. GM 6-71s. Two doubles, convertible settee; 2 crew. Automatic pilot, fathometer, RDF, radiophone, heat, dinghy, generator.

50' CHRIS-CRAFT Catalina 1952. Twin 160 CCs. Super sundeck, automatic CO2, automatic pilot, radiophone, 32V generator. Sleeps 10.

52' HUCKINS Linwood 1954. Cruises at 18.5 knots powered with two 6-71 GMs. Built for and equipped by exacting yachtsman. Now offered by estate.

54' CHRIS-CRAFT Motor Yacht 1951. GM 6-71 Diesels. Diesel generator. Electric windlass, refrigerator, plus many other extras. Beautifully appointed and well maintained.

64' HOLLAND AMERICAN Flush Deck Cruiser 1953. General Motors 6-71s. Three double staterooms, 2 crew. An unusually attractive yacht.

65' NYYL&E HOUSEBOAT. One of the nicest of her size available. Two doubles, one single. Glass panelled after deck is an exceptional feature. Excellent condition and many extras.

85' CONSOLIDATED Diesel Cruiser. 6-71s. Two very spacious double staterooms, two singles. A very comfortable yacht for extensive cruising and living aboard in comfort.

AUXILIARIES

31' RNSA 24 KETCH designed by Laurent Giles, built by Camper & Nicholson 1949. 25 hp 1955 Universal engine. Sleeps 3. Depth finder, RDF, radiophone, dinghy, electric refrigeration. Asking $13,000.

40' STEEL HOLLAND KETCH 1953. 31 hp Gray. Teak decks. Sleeps 7. A very able and comfortable boat equipped with dinghy, depth finder, radiophone, generator. Asking $25,000.

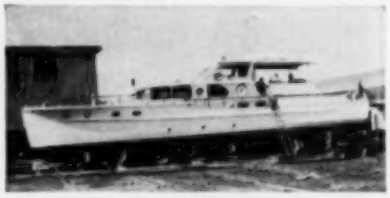
45' LUDERS YAWL 1950. Built of selected Oriental hardwoods. Hallett Diesel engine. Sleeps 4. Radiophone, 11' dinghy, Ratsey sails, 1955 Dacron mainsail.

48' TIFFANY MOTOR SAILER 1937. Superior Diesel. Long leaf yellow pine planking. Sleeps 6. RDF, auto-pilot, fathometer, generator, sails in good condition. Reasonable.

WE'VE MOVED

Please note the new address of our Miami office which is a part of our new yacht storage basin. We welcome your inspection of our facilities which we believe are the finest anywhere for undercover wet storage. We are conveniently located near the Miami International Airport on Northwest Twenty-first Street, just east of LeJeune Road. Come and see us.

54' ANNAPOLIS Flush Deck 1947. Two 4-71 GMs. Three double staterooms, two crew. Teak decks, dinghy, automatic pilot, radiophone, RDF, heat. A lovely cruiser.



60' CHRIS-CRAFT 1943. GM 6-71's in excellent condition. Two doubles, 2 crew; 2 showers, 3 heads. 100W Radiophone, automatic pilot, fathometer, RDF, heating, CO2, TV, Hi-Fi, dinghy, etc. Asking $50,000.

71' ANNAPOLIS Flying Bridge Diesel Cruiser 1940 powered with two 1949 GM 6-71s. Two large double staterooms, cockpit suitable for fishing. Well equipped.

106' CRUISING HOUSEBOAT designed by John H. Wells 1928. Twin Winton Diesels overhauled 1955. Teak planking. Three doubles, one single. Modern electronic equipment including radar, plus exceptional inventory.

113' FLUSH DECK CRUISER completely rebuilt as new ship 1956. New 6-71 GM Diesels installed 1956. Steel plate hull, teak decks. Five double staterooms. Most attractive and modern looking vessel for offshore cruising.

ROBERT HEARD HALE • SIX CHURCH STREET NEW YORK 6, N.Y.

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SELECTED SAIL LISTINGS FOR SALE

97' OCEAN-GOING KETCH. All teak construction and bronze fastened. Sleeps total of 14. G.M. diesel. **HALE #1185.**

88' HAND DESIGNED SCHOONER. Diesel powered. Famous vessel used in many Arctic explorations. Reasonably priced. **HALE #2215.**

82' KETCH MOTOR SAILER. Built by Nevins in 1947. Probably finest motor sailer available. In practically new condition. **HALE #2508.**

81' DUTCH BUILT STEEL KETCH. Diesel powered. 3 double staterooms plus crew accommodations forward. For sale or charter in the Bahamas. **HALE #1943.**

80' KETCH MOTOR SAILER DESIGNED BY SPARKMAN & STEPHENS. A beautiful and outstanding motor sailer and she can really sail. Luxuriously furnished and equipped. **HALE #1953.**

76' DUTCH BUILT CRUISING KETCH. Heavily planked over steel frames. Teak decks. One of finest cruising yachts available. **HALE #1992.**

68' ALDEN CB KETCH. New G.M. diesel. Has had fine care. Roomy and comfortable and a good sailer. **HALE #2331.**

60' ALDEN SCHOONER. Recent sails, also recent G.M. diesel. Sleeps 7 plus 2 forward. Stainless steel rigging. **HALE #1340.**

60' RACING CUTTER. New sails and new engine. Beautiful yacht condition throughout. Teak decks and trim. **HALE #2255.**

59' HERRESHOFF YAWL. Originally one of the "New York 40's". Fully equipped for cruising and well maintained. **HALE #2372.**

59' RHODES DESIGNED CHESAPEAKE BAY BUGEYE. 1953 G.M. diesel. Has had fine care. **HALE #337.**

59' ALDEN STAYSAIL SCHOONER. Sails and Cummins diesel engine practically new. Loaded with valuable equipment. An extremely comfortable and luxurious yacht. **HALE #1398.**

56' ALDEN YAWL. Only two owners and always has had best of care. Built to high specifications. Fast, modern and easily handled. **HALE #1283.**

56' NEVINS BUILT YAWL. Designed by Sparkman & Stephens. Has won Bermuda Race. A beautiful boat for cruising or racing. **HALE #2374.**

53' DUTCH BUILT STEEL CUTTER. Teak decks and trim. Passed recent survey. Beautifully panelled interior. **HALE #2373.**

50' LAWLEY BUILT KETCH MOTOR SAILER. Twin Lathrop gas engines. Exceptionally fine sea boat. **HALE #1744.**

48' STEEL CUTTER. Built in Holland in 1940. Recent sails and engine. Sleeps 6. Fully equipped. **HALE #2501.**

48' KETCH MOTOR SAILER. Designed by Tiffany. G.M. diesel. Sleeps 7 plus 1 in crew. Very heavily built and good sea boat. **HALE #315.**

47' 1952 YAWL. Designed by Sparkman & Stephens. Built in Germany. New diesel power and new sails. Exceptionally new yacht condition. **HALE #2507.**

46' RHODES DESIGNED KETCH. Sleeps 6. Has an impressive cruising and ocean racing record. **HALE #2514.**

46' KETCH MOTOR SAILER. 60 HP Gray diesel. She can really sail. Exceptionally roomy. **HALE #534.**

45' "NEW YORK 32". Nevins built. Fine racing record. Large inventory of sails. **HALE #1974.**

45' CASEY KEEL YAWL. Built in 1947. Fine cruising-racing yawl that has had exceptional care. Attractive knotty pine cabin. **HALE #2422.**

43' FRIENDSHIP TYPE KETCH. New Marconi rig and engine installed 1955. Very reasonably priced. **HALE #2487.**

43' RHODES CB SLOOP. Built in 1950. Beautiful modern racing-cruising yacht. CCA rating 30. **HALE #2506.**

41' ALDEN YAWL. One of the "Hinckley 28's". Teak decks, stainless rigging, bronze fastenings, etc. Good buying opportunity for a modern boat. **HALE #1762.**

The yachts presented in this advertisement are but a fraction of the total listed with us for sale and charter. If you don't see what you want, write us your requirements. We suggest that you contact whichever one of our three offices (New York, Miami, Essex, Connecticut) is most convenient for you.

41' DUTCH BUILT CUTTER. Teak decks, bronze fastenings. Composite oak and steel frames. Good sail inventory. **HALE #1706.**

41' ALDEN SLOOP. One of the "Hinckley 28's". Modern, well-kept boat. For sale by estate. **HALE #1214.**

40' CASEY YAWL. Teak decks. Boat reported to be in excellent condition. **HALE #1130.**

40' DUTCH BUILT STEEL KETCH. Teak decks, stainless rigging, etc. Professionally maintained. **HALE #2325.**

40' MacGREGOR DESIGNED MARCONI CUTTER. New teak decks, engine and sails. Very high-grade boat. **HALE #2485.**

39' BOUNTY CLASS SLOOP. New engine. Sails one year old. Recent solid teak decks. Beautiful boat. **HALE #973.**

39' CUTTER "RHODES 27". Built by Nevins to highest specifications. Large inventory of sails and other items. Has had good care. **HALE #2120.**

38' ALDEN YAWL. Casey built. Sleeps 6. Recently refinished and recaulked. **HALE #535.**

38' MacGREGOR DESIGNED YAWL. Heavy cruising type. Has crossed Atlantic. Recent engine and sails. **HALE #1311.**

36' "HINCKLEY 36" YAWL. Teak decks, bronze fastenings, etc. Very completely equipped. **HALE #2510.**

36' MARCONI SLOOP. Custom built by Hinckley in 1951 to high specifications. Lots of extras. **HALE #2496.**

36' CASEY KETCH. Recent engine. Stainless rigging. $7,400 asking. **HALE #2198.**

36' ROUE DESIGNED CUTTER. Custom built in 1941. New Ratsey sails. Many improvements. Best of care. **HALE #1623.**

35' DUTCH BUILT STEEL SLOOP. Sleeps 5. CCA rating 24.4. Many recent refinements. **HALE #2416.**

35' "WEEKENDER" SLOOP. New Gray engine and good inventory of recent sails. **HALE #2310.**

35' GEIGER DESIGNED CUTTER. Built by Morten Johnson. Well maintained and in first-class condition. Fast. **HALE #2191.**

35' ALDEN YAWL. New Gray engine. Carefully maintained and reported in excellent condition. Fast. **HALE #2478.**

32' MARCONI SLOOP. Custom built in 1955. Sleeps four. In practically new-boat condition. **HALE #2488.**

32' SLOOP MOTOR SAILER. Built by Albury in the Bahamas in 1952. Powered with Albin Craig diesel. Sleeps four. A husky little home afloat. **HALE #2482.**

30' 1954 NORWEGIAN BUILT SLOOP. Sleeps four. Good racing record. CCA rating 21.2. **HALE #2516.**

30' CASEY KETCH. Smart, comfortable cruiser sleeping five. Reasonably priced. **HALE #2467.**

29' "OXFORD 400" SLOOP. A modern little cruising-racing boat with accommodations for three. Recently reconditioned. Four winches. **HALE #2515.**

27' "S" CLASS SLOOP. Hull wooded this year. Decks fiberglassed. Stainless rigging. Good sails. **HALE #705.**

26'6" MARCONI SLOOP. One of the Quincy Adams "17's". Built in 1945. Excellent racing record. No power. Sleeps two. **HALE #2473.**

23' HERRESHOFF DESIGNED SLOOP. Sleeps two. Fast, able boat in beautiful condition. Finely planned interior. **HALE #2511.**

SELECTED POWER LISTINGS FOR SALE

98' TWIN DIESEL STEEL YACHT. 4 double staterooms each with bath. Luxurious. A buying opportunity. **HALE #01395.**

70' MATHIS HOUSE YACHT. 2 recent G.M. diesels. Comfortable and luxurious. Reported in beautiful condition. **HALE #01310.**

60' FLYING BRIDGE CHRIS-CRAFT. 2 200 HP G.M.s. Complete and recent electrical equipment even television. Real buying opportunity. **HALE #0738.**

58' FL. BR. ELCO CRUISER. 2 G.M. diesels. One of the finest of the famous Elcos. Walk-around decks. **HALE #01745.**

57' DIESEL POWERED GREBE. Built in 1951. 2 200 HP G.M.s. Beautiful yacht in practically new condition. Luxuriously furnished. **HALE #01716.**

55' 1952 WHEELER FL. BR. CRUISER. 2 G.M. diesel 6-71s. In almost new yacht condition. Obtainable at only slightly above half cost new. **HALE #01902.**

54' STEEL DIESEL YACHT. Built in Holland in 1955. 2 G.M.s. 3 double staterooms. Practically new condition. **HALE #01859.**

54' DIESEL POWERED CHRIS-CRAFT. 1951. 2 G.M.s. new 1955. Beautifully decorated and maintained. Flying bridge. **HALE #01906.**

53' BURGER STEEL CRUISER. 2 G.M. 4-71 diesels. In commission and fully equipped. **HALE #01725.**

50' WHEELER FL. BR. CRUISER. 2 1955 Hercules diesels. Air-conditioned throughout. Handsome and well cared for yacht. **HALE #01851.**

48' ELCO SPORT FISHERMAN. 2 G.M.s. new 1956. Cruises at approximately 18 knots. "In perfect condition". **HALE #0235.**

46' HUCKINS SPORT FISHERMAN. Powered with 2 1946 G.M. diesels. Cruises at about 18 knots. Entire boat and equipment believed to be in fine condition. **HALE #01434.**

45' HUCKINS FAIRFORM FLYER. 2 1953 Chrysler Royal Specials. Hydraulic controls. Top speed about 21 knots. Located New England area. **HALE #01879.**

45' CONSOLIDATED SPORT FISHERMAN. 2 1952 Cummins diesels. Flying bridge. Complete fishing and other equipment. **HALE #01240.**

42' WHEELER SPORT FISHERMAN. 2 160 HP Chrysler Majestics. Dual controls. Fast. Fully equipped. **HALE #01801.**

41' 1955 RICHARDSON FL. BR. CRUISER. Double cabins. 2 175 HP Grays. In practically new boat condition. **HALE #01887.**

40' 1952 RICHARDSON FL. BR. CRUISER. 2 150 HP Nordbergs. Sleeps 7. Unusually complete electrical equipment. **HALE #01817.**

40' 1947 MATTHEWS SEDAN CRUISER PLAN "B." Has had only moderate use. Reasonably priced. **HALE #01843.**

40' TWIN SCREW EXPRESS CRUISER. Custom built 1947. 2 115 HP Sterling Petrels. Cruises at approximately 16 knots. Has had only moderate use. Reasonably priced. **HALE #01893.**

39' CONSOLIDATED SEDAN CRUISER. 2 1953 Chrysler Royals. Boat only slightly used and in almost new condition. **HALE #01120.**

38' HUBERT JOHNSON SPORT FISHERMAN. 2 1954 Chrysler Crowns. Sleeps five. Loaded with extras. **HALE #01896.**

36' SCOTIA BUILT SPORT FISHERMAN. 2 Chrysler Royals. Flying bridge and dual controls. **HALE #01838.**

36' FL. BR. SPORT FISHERMAN. Custom built. 2 Chrysler Royals. Reported in excellent condition. **HALE #01866.**

34' ELCO SEDAN CRUISER. 2 Chrysler Crowns. Sleeps 6. Neat, attractive boat. Only $7,500 asked. **HALE #01897.**

33' MORTON JOHNSON SPORT FISHERMAN. Built in 1955 and powered with 2 Nordbergs. Cruises at 26. Practically brand new boat. **HALE #01860.**

33' 1948 CUSTOM BUILT SEDAN CRUISER. 2 1955 Nordbergs. Fine boat, beautifully equipped and exceptionally well cared for. New York area. **HALE #01882.**

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(OTTO DOLL) PH.: GREENWICH 8-2051, 2

50'2" TW. SCREW MOTOR SAILER, Alden des.—Reid blt., 1939. Mahog., teak. Chrysler Royals. Sleeps 5-6 in 2 cabins plus convert. dinette. 2 heads, shower, tub. Stainless rig, sailing dink, S. to S., D. F., etc., etc Completely refinished. Outstanding!

43'6"x30'x11'6"x4'6" CENTERBOARD SLOOP, Rhodes des., Miller blt., 1950. Mahog, teak. Sleeps 6 in 2 cabins. Large inventory, excellent sails. One of finest shoal-draft, easy-handling boats of her type available—perfect for Bahamas. Try $18,000.

36'x10'x4'3" DIESEL MOTOR SAILER, blt. at Man-o-War Cay, 1953; to high specs; des. by experienced American resident yachtsman G.M. 4-51. Accommodates four in two cabins. The ideal Island sailing cruising motor sailer. $16,500.

38'6" AUX. KETCH, (deckhouse) 5' draft—Crocker des., Reid blt., 1935. Gray power. Mahog., teak. Sleeps 4, 1 crew. Stainless rig, good sails, inventory. $15,750.

40' DIESEL, KETCH RIG MOTOR SAILER—5'6" draft. Kromholz des., Chance blt., 1936. Excell. construction. New G. M. Sleeps 7, 2 heads. Many extras, incl. nylon line. Recently refinished. $15,000.

45' AUX. YAWL, 6'7" draft—Casey des., blt., 1947 to high specs. Red Wing power. Knotty pine inter. Sleeps 6 in 2 cabins. Stainless rig. Nylon, Dacron, cotton sails top condition. D.F., dink, numerous extras. $20,000.

47'3" AUX. ALDEN CUTTER, 6'6" draft, well blt., 1938. Mahog, teak. Gray power. Sleeps 7. Outstanding sail inventory. Highly noteworthy. $21,000.

60' DOGHOUSE AUX. SCHOONER, 8'6" draft—Alden des., Reid-Cook blt. DIESEL power. 6'2" headrm. Teak decks. Sleeps 7. Stainless rig. 2 dinghies, good eqpmt. A solid boat, well cared for. $19,500.

12 METRE YACHT (70'2" x 45'8" x 11'7" x 9'4')—Abeking & Rasmussen des. & blt., 1939, of Honduras mahog., copper fast. Comprehensive inventory, includ. 2 small boats. $13,000., abroad.

38', 1955 WHEELER. G. M. Diesels. Mahog., Everdur, teak cockpit & fly brdg. deck. Sleeps 4 plus convert. dbl. dinette. Full dual controls, S. to S, tw searchlights, hot water pressure, dinghy on davits, belly rail. Top cond. $28,000.

50' T. S. DIESEL HUCKINS, 1940. Sleeps 6 plus crew. Shower, auto pilot, S. to S., air conditioning, D. F., and lots of other costly eqpmt. Fast, seaworthy, good care (not used during War). $37,500.

52' MATHIS HOUSEBOAT, old in years but in young condition—surveyed in Dec., '55, "A-1" cond. 1956 Palmer power. Large dbl., 2 singles, din. salon, bath, shower. 2 crew, separate head, lav. Large main salon aft deck. Auto water heater, heat throughout. Sailing dink, S. to S., etc. Absolutely outstanding value. $15,000.

57' DIESEL OFF-SHORE, SHRIMP-BOAT TYPE CRUISER, Davis blt., 1949. Heavily constructed, teak decks Commodious. 3 heads shower, on-deck galley aft, deep freeze, elec. windlass, S. to S., D. F., Fathometer, pilot, head, T. V., scooter, etc. A rarely available type, in ship-shape, good working order. Cost $150,000. $57,500.

36' FLY BRDG. SPT. FISHMN, des. & blt., Harvey Church, 1950. 1956 Chrysler power. Sleeps 4. Outriggers, gin pole, fish chairs, fighting chair, 6 rod holders, rod gimbals, fish box. Strong sea boat. $7,500.

39'11", D. C. F. B. MATTHEWS, 1951 model. Chrysler V-8's, 1955. Sleeps 6. 2 heads, shower. Rotisserie, elec. refrig. S. to S., R. D. F., outriggers, fish chairs, box, generator, etc. Just painted in & out. $24,500.

40' FLY BRDG. SPT. FISHRMN, Chris blt., 1954. Twin V-8's. Mahog., teak. Sleeps 5, 2 heads. On-deck galley. Fish & fighting chairs, box, outriggers, gin pole, deep freeze, elec. refrig., S. to S., R. D. F. Super-deluxe. Offer.

47' FLY BRDG., D. C. CHRIS-CRAFT, 1951 Tw. 160's. Sleeps 8. Dinette. 4 fish chairs, outriggers, box, air conditioning, S. to S., generator, charger. Capt. maintained—top condition—owner never slept aboard. $18,000.

50' FLY BRDG., D. C. CRUISER, Luders blt, 1948, to highest standards. G. M. Diesels. Two 6'8" berths. Sleeps 7 total, heads, shower. Fish chairs, refrig bait box, heat, hot water. Excellent care. $40,000.

50' FLY BRDG. CRUISER, ANNAPOLIS blt., 1947. '51 Diesels. Sleeps 6 owners, 2 heads, shower Fish chairs, box, outriggers, S. to S., R. D. F., etc. A fine boat at $45,000.

50' SUPER SUNDECK C. C. CATALINA (hard top over cockpit), 1953. V-8's. Sleeps 10. Outriggers, S. to S., hot water, elec. refrig. Immaculate. Original owner must sell. $32,000.

60' FLUSH DECK BURGER, 1955, Sparkman & Stephens des. G. M. Diesels. 2 dbls, 2 heads, shower. Salon & decks. accomm's. 2 crew, own shower. Every extra, includ. sailing dinghy. The ultimate in a new yacht.

65' FLUSH DECK GREBE, 1950. G. M. Diesels. 2 extra large dbls., accomm. 2 add'l. 2 heads, 2 showers. 3 crew, shower. Deep freeze. Carefully, expensively eqpd. Fish cockpit, swivel chairs. Just redecorated. Nothing to be desired for luxurious cruising.

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55', 1955 TRUMPY CRUISER, tw. Diesels. Accomm. 6 in owner's party. Airfoam. Tastefully decorated, perfectly appointed new yacht with experienced, pleasant crew. . . . one of many fine yachts for Southern cruising.

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Brokerage
Design
Construction

POWER

25' **1947 RICHARDSON CRUISER**; Chrysler Crown 115 HP; full headroom; sleeps 4; owner buying much larger boat. Lyon & Barney #0641

26' **1935 CUSTOM BUILT IN STAMFORD, CONNECTICUT, CABIN CRUISER**; Kermath 65 HP; headroom; complete galley; sleeps 4. $2750. Lyon & Barney #0824

26' **1955 ULRICHSON LAPSTRAKE POWER BOAT**; Nordberg 155 HP; complete SS galley; sleeps 4; full headroom. Lyon & Barney #0512

27' **1953 TILTON JERSEY SKIFF**; Gray 135 HP; SS Galley with dinette, headroom; sleeps 2 on foam rubber mattresses; very attractive. Lyon & Barney #0394

27' **1948 OWENS SEDAN CRUISER**; Gray 104 HP; SS galley, head; sleeps 4. Lyon & Barney #0591

31' **1953 OWENS EXPRESS CRUISER**; twin Flagship 118 HP engines; sleeps 6; dinghy; many, many extras. Lyon & Barney #0646

32' **1947 NORMAN HODGDON SPORT FISHERMAN**; Gray 83 HP; sleeps 2; excellent fishing boat. Lyon & Barney #0645

33' **1954 MORTON JOHNSON FLY BRIDGE SPORT FISHERMAN**; 2 Chrysler Crowns; SS galley; sleeps 4; dual controls; captain maintained. Lyon & Barney #0639

34' **1950 OWENS CRUISER**; modified fly bridge; twin Flagships 120 HP with Paragon reduction gear; complete galley; headroom 6'8"; sleeps 4; D.F. and radio telephone. Boat in excellent shape. Lyon & Barney #0480

34' **1952 CHRIS-CRAFT SEDAN CRUISER**; twin Chris-Craft 105 HP, reduction gear; SS galley; radio telephone; many extras; sleeps 4. Lyon & Barney #0212

35' **1949 PHIL ROSS DESIGNED CABIN CRUISER**; 2 Chrysler Ace engines with reduction gear; sleeps 4. Midwest. Lyon & Barney #0446

35' **1953 HUBERT JOHNSON EXPRESS CRUISER**; Twin Chrysler 165 HP; SS galley; sleeps 5. Lyon & Barney #0589

36' **1948 BALTZER JONESPORT CRUISER**; New twin Nordbergs, 130 HP; sleeps 6 owners accommodations. Ship to shore, D.F. Lyon & Barney #0484

38' **1940 CUSTOM BUILT SPORT FISHERMAN WITH FLY BRIDGE**; Twin Packards 165 HP. Ship to Shore, fighting chairs, fish wells, SS galley with Butane; sleeps 4; Lyon & Barney #0600

39' **1946 CONSOLIDATED "PLAYBOAT"** Double planked; twin Chrysler 105 HP with reduction gear; ship to shore radio marine; sleeps 6. Lyon & Barney #0623

40' **1947 ELDREDGE McINNIS CRUISER**; Gray 124 HP; sleeps 4 on foam rubber. Lyon & Barney #0474

40' **1936 HUCKINS "OFF SHORE" EXPRESS CRUISER**; with enclosed bridge. Twin Kermath 130 HP; 40 watt transmitter; many, many extras; sleeps 5. Lyon & Barney #0632

40' **1941 CHRISS-CRAFT DCFB**; Twin Chris-Craft 145 HP; radio telephone; sleeps 8. Lyon & Barney #0640

40' **1947 CHRIS-CRAFT DCFB CRUISER**; Twin Chris-Craft 145 HP; ship to shore; automatic pilot, etc. sleeps 8. Lyon & Barney #0573

40' **1952 RICHARDSON DCFB**; Twin Nordbergs 145 HP; ship to shore; D.F., depth recorder; Gyro Pilot, dual controls; sleeps 7; owner buying larger boat. Lyon & Barney #0309.

40' **1954 FEADSHIP STEEL, DOUBLE CABIN, OPEN BRIDGE CRUISER**; twin Chryslers 125 HP; ship to shore, R.C.A.—D.F.—Bendix autopilot; Bendix depth recorder; sleeps 7. Lyon & Barney #0625

42' **1947 OWENS FLY BRIDGE CRUISER**; Twin Chrysler 115 HP; dual controls; radio telephone; very large inventory; two toilets, one shower, many bunks. $10,900. Lyon & Barney #0478

45' **1955 CHRIS-CRAFT "CORSAIR" FLY BRIDGE**; Twin Chris-Crafts; air conditioning; hot air heat; deep freeze; etc. sleeps 8. Lyon & Barney #0637.

46' **1929 DAWN BUILT POWER CRUISER**; twin Kermaths, reduction gear; radio telephone; RDF; many extras; sleeps 7. $12,000. Lyon & Barney #0368

46' **1930 ELDRIDGE McINNIS SEA-GOING MOTOR SAILER KETCH**. GM 671; refastened 1954; radio telephone; very completely equipped; sleeps 7. $14,000. Lyon & Barney #334

50' **1946 SHOCK DESIGN, LEMOS BUILT SPORT FISHERMAN**. 1955 GM 671 diesel; 2:1 reduction gear. Boat built to highest specifications, equipped with DF; Fathometer; air compressor for automatic fog horn, riding sails, removable davits, Marmac direct controls for both stations; new 3-way pumping system; completely rigged for sword fishing with Robovitch chairs; engine bed running from stem to stern making boat exceptionally strong and seaworthy; sleeps 7 and 1 in crew, separate heads. One of the finest fishing boats along the Eastern seaboard. Lyon & Barney #0642

47' **1952 SPARKMAN & STEPHENS DESIGNED AND ABEKING AND RASMUSSEN BUILT YAWL**; with diesel RedWing auxiliary; sailing dinghy; radio telephone; D.F.; Bendix Sounder; Wind Guide; very large cruising and racing sail inventory all in top condition; sleeps 8 with one in crew. This boat has done exceptionally well in races. Lyon & Barney #787

50' **1949 HUCKINS "FAIRFORM FLYER"** Twin GM 671 diesels; 100 watt ship to shore; auto pilot; many extras; very luxurious yacht; mid west. Lyon & Barney #0634

50' **1948 LUDERS CRUISER**; twin GM 671's; completely equipped for fishing and living; sleeps 5 plus 2 in crew; Lyon & Barney #0301

50' **1936 WEST MYSTIC SHIPYARD CRUISER**; twin Chrysler 165's; deep freeze; hot and cold water; ship to shore; complete fishing gear; three toilets, one shower plus crew quarters; sleeps 8 owner's party; very complete. $11,500. Lyon & Barney #0361

50' **1940 MATTHEWS POWER CRUISER**; twin 671 GM diesels; auto pilot; radio telephone; D.F.; deep freeze; heating plant; hot and cold water; pulpit; fishing gear; very complete equipment; sleeps 8 plus crew two. Boat passed survey recently. Lyon & Barney #0432

51' **1932 AND COMPLETELY REBUILT 1952 GREBE**; 2 Chrysler Royal Specials new 1952; auto pilot; deep freeze; etc. 2 toilets for 6 guests, crew quarters. Lyon & Barney #0469

52' **1953 CHRIS-CRAFT "CONQUEROR"**; 3 engines developing 480 HP; sleeps 10. Lyon & Barney #0343

53' **1950 BURGER CRUISER**; 2 GM 671's, four toilets, two showers; sleeps 7 owners quarters, one crew; auto pilot; D.F.; deep freeze; ship to shore—complete. Lyon & Barney #0450.

63' **GREBE WOODEN POWER YACHT**; built 1929; completely rebuilt 1949; twin GM 671's accommodations 10 owners party, 2 crew; very completely equipped and luxuriously appointed; $35,000. Lyon & Barney #0332

MOTOR SAILERS

50' **1938 ALDEN DESIGN**; sleeps 7, twin Chrysler Royals; comfortable cruising boat. Lyon & Barney #508

50' **1930 HERRESHOFF DESIGN, LAWLEY BUILT KETCH**; twin Lathrops MI 125; sleeps 7; large inventory. Price reduced to $18,500. Lyon & Barney #0223

SAIL

27' **1952 CHARLES McGREGOR CUSTOM BUILT ROUNDED CHINE SLOOP**; Gray Seascout; full headroom, very luxurious accommodations for four; smart sailer. Lyon & Barney #571

27' **1954 VAN DE STAADT SLOOP**; 10 HP auxiliary; sleeps 4; $6,000, make offer. Lyon & Barney #731

31' **1939 ALDEN "MALABAR JR."** 1955 Universal 25 HP engine; sleeps 4—whole boat wooded '55; cotton main '52; dacron jib '55'; nylon spinnaker '55; dacron genoa '56; $8500. Lyon & Barney #739

33' **1947 GILBERT DUNHAM/STURGEON BAY BOAT WORKS YAWL**; Gray powered; complete sail inventory with spinnaker; mizzen staysail, etc.—smart sailer. CCA rating 28; sleeps 4. Lyon & Barney #349

33' **1943 FRIENDSHIP AUX. SLOOP**; Lathrop 40 HP engine, rebuilt '55; sleeps 4—also smart sailer. $6500. Lyon & Barney #668

34' **1940 RHODES DESIGNED SLOOP**; with doghouse; Gray 45 HP sleeps 4 on foam rubber; teak decks; complete sail inventory including spinnaker, $7400. Lyon & Barney #636

34' **1948 ALDEN DESIGNED, ADAM & HAYDEN BUILT BARNACLE SLOOP**. Universal 25 HP, complete set of racing sails. Lyon & Barney #455

36' **1949 CHAPELLE CHESAPEAKE BUGEYE KETCH**; 1950 Kermath; sleeps 4; 2' draft with CB raised; A#1 condition; located midwest delivered east coast $5900. Lyon & Barney #659

40' **1947 WARNER MASTHEAD YAWL**; Gray 25 HP; owner's party four; one crew; asking $15,000. Lyon & Barney #608

CHARTERS

We are now booking charters for the winter season in Florida.

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SELECTED LISTINGS From Our Files POWER

F-10604—106'x18'9"x7' Twin diesel yacht. Wells des., built by Jacobs 1927. 3 dbls., 1 single, 4 baths plus crew of 4 and 2 officers staterooms. Ex. equipment and condition. East coast.

R-10601—106'x16'9"x5' Yacht. Wells des., Jacobs built 1928. Twin G.M. 110's 1953. 3 dbls., 1 single, 2 baths plus crew. Fla.

L-9801—98'x20'x6'6" Cruising Yacht by Lawley 1922. Twin G.M's rebuilt 1951. 2 dbls. 2 singles, 5 baths plus crew. Ex. equipment. Fla.

D-6802—68'x12'5"x3'10" Fly. Br. Lawley 1924. Twin G.M's. Sleeps 9, 2 baths plus crew. Fla.

G-6404—64'x16'x4' Flush deck yacht by Holland American 1953. Steel const. Teak superstructure and decks. Fla.

C-6313—63'x14'10"x4' Conversion completed '48 Twin G.M's rebuilt '52. Sleeps 6, 2 baths, plus crew of 1. Excellent equip. and cond. Fla.

F-6301—63'x14'x4'6" Enclosed bridge Cruiser by Jacobs 1930. Twin G.M's rebuilt '51. Extensively equipped. Ex. cond. Fla.

J-5710—57'x16'x6' Custom Off Shore yacht built by Davis 1949. 150 h.p. Buda diesel. 2 dbls., 2 baths, Built for extended cruises and permanent living aboard. Tops. Estate status. East coast.

B-5708—57'10"x14'x5'6" Fly. Br. Elco 1941. Twin G.M's rebuilt '54. Sleeps 6, 2 baths plus crew. Ex. cond. & equipment. East coast.

T-5406—54'x12'10"x3'9" Fly Br. Annapolis 1939. Twin G.M's rebuilt '55. Sleeps 4-6, bath plus crew. Fla.

D-5310—53'x14'x4' F.D. Burger 1949. Twin G.M's. 2 dbls. 1 single, 2 baths plus crew. Very well equipped. Fla.

M-5029—50'x13'x3'8" Vinyard 1949. Twin G.M's 1951. Sleeps 8, 2 baths plus crew. Top cond. & equip. Fla.

D-5012—50' Fly. Br. Dawn launched June '46. Twin Hall Scotts rebuilt '53. 2 dbls. 2 baths plus crew. Walk around decks. East coast.

P-4903—49' Off shore by Huckins '55. Twin G.M's.

P-4817—48'x13'6"x3'6" D. C. Fly Br. Wheeler '51. Twin 200 Chrysler's '55. Sleeps 6, 2 baths plus crew. Top equipment and cond. Fla.

B-4719—47'9"x13'1"x3' Elco Sedan with Fly. Br. '48 Twin 165 Chrysler V drives. Sleeps 6, bath plus crew. Fla.

J-4522—45' Neptune by Huckins del '47. Twin G.M's rebuilt '54. Fla.

S-4303—43'9"x11'6"x5' D. C. Fly. Br. ACF 1930. Twin G.M. 4-71's Ex. equipment. Priced to sell. Maryland.

D-4055—40'5"x11'7"x3' Feadship D. C. Open Bridge. 1953. Twin Chryslers rebuilt '56. Steel construction. Fla.

S-4054—40' Fly. Br. Matthews 1951. Twin Chrysler 200's. 1954. Ex. equipment. Fla.

F-3814—38' Sportsman by Huckins '49. Twin Chryslers '55. East Coast.

T-3804—38'x12'x3' Wheeler Sedan 1954. Fly. Bridge. Twin Chrysler 200's. Top yacht condition. Fla.

P-3230—32'x10'x2'7" Matth. Spt. Fish., with Fly Br. 1950. Twin 110 Chrysler's '56. Fla.

W-6001—59'11"x15'x4' Fly Br. Lounge deck Consolidated. Twin G.M.'s rebuilt 1956. 3 dbls. 2 baths plus crew. Excellent equipment and condition. A quality yacht for a discriminating yachtsman. Fla.

J-4522—45'5" Neptune by Huckins, delivered 1947. Twin G.M's rebuilt '54. Sleeps 6. 2 baths. Gas range, elec. refrig., auto pilot, S. to S. Top condition. Fla.

A listing on your yacht will be greatly appreciated. Our clientele is nationwide and we are constantly searching for suitable yachts to fill their particular requirements in POWER—MOTOR SAILERS—AUXILIARIES.

R-3018—30'x9'10"x2'4" Elco Express Spt. Fisherman 1948. Twin Chrysler 115's. 6leaps 3 below and 2 in fully curtained cockpit. S. to S., sniffer, Outriggers, fishing chairs, CO2. Top condition. Fairly priced. Fla.

HL-5224—52'x14'x3'5" Mathis Houseboat. Palmer 145 h.p. July '56. 1 dbl., 2 singles, bath plus 2 crew Aux. 32V Gen., gas range, elec. refrig., 2 tenders. Top condition. Fla.

CHARTERS

If your yacht is for CHARTER we will appreciate a listing. If you are considering CHARTERING this coming season we will appreciate the opportunity of placing you aboard a suitable yacht.

SELECTED LISTINGS From Our Files CHRIS-CRAFT

K-5407—54' Constellation 1955. Twin G.M's. Top condition and equipment. East Coast.

O-5318—52' Conqueror 1954. Twin 160's. Ex. equip. Fla.

B-5201—52' Conqueror 1953. Twin G.M's. Many custom features. Top cond. & equip. Fla.

L-4628—46' D.C. Fly. Br. '49. Twin 160's. Ex. equip. including air conditioning. Fla.

C-4251—42' Challenger 1952 Model. Twin 160's Always in fresh water in boat house Texas area.

C-4238—42' Commander '55. Twin Cadillac 265's Ex. equipment.

S-3620—36' Express '54. Twin 145's N.Y. area.

L-3520—35' Commander '53. Twin 145's. Hard top with fly bridge and dual cont. Ex. equip. Fla.

W-3427—34' Commander '53. Twin 145's. Hard top. Ex. equip. & cond. Fla.

HOUSE BOATS

HS—10300—103'6"x19'x4'6" Mathis 1925. Twin 200's rebuilt 1955. 3 dbls., 2 singles, 5 baths plus crew. Well found and equipped. Fla.

HM-7502—75'x17'9"x4' Mathis 1922. Twin Gray diesels rebuilt 1952. 1 dbl., 3 singles. 3 baths plus crew. Well equipped. Owner will finance. Fla.

HP-6502—65'x15'7"x4' N.Y.Y.L.&E. Co. 1924. Twin Gray 165's 2 dbl., 1 single, 2 baths plus crew. Fla.

HM-6102—61'6" Trumpy Houseboat 1938. Twin Superior 110's. 3 dbls., 2 baths plus crew Ex. cond. & equipment. N.Y. area.

HD-6003—60'x16'x3'6" Mathis 1920. 180 h.p. Sterling rebuilt '54. 3 dbls. 2 baths, plus crew. Nicely appointed and well maintained. In estate status. East Coast.

HM-5002—49'x10"x15'x3'6" N.Y.Y.L. & E. Co., 1922. Gray diesel 1946. Sleeps 6. 1 bath plus crew. Original owner. Texas area.

AUXILIARIES

SM-5302—53'9"x14'3"x7'4" Alden Ketch 1945. Lathrop 107 h.p. 1947. Sleeps 8 plus 1 crew. Fla.

SP-5207—52'x17'x5' Chapelle des. Ketch 1954. Chrysler power. Sleeps 7 plus 1 crew. Maryland.

SW-4607—46'8"x11'3"x6'6" Rhodes Cutter 1950. Gray 42 h.p. Sleeps 6. Unusual offering.

SS-4302—43'x12'x5'8" Custom Sloop 1942. G.M. diesel 1952. Sleeps 5, Fla.

SS-4204—42'2"x10'8"x5'10" Alden Sloop 1939. Gray 60 h.p. 1956. Sleeps 4 plus 1 crew. Fla.

SC-4004—40'2"x10'6" Steel Ketch built Holland 1953. Gray 31 h.p. rebuilt '56. Sleeps 4-5. Fla.

SW-3608—36'x10'5"x5' Mower des. Yawl 1941. Universal 25 h.p. Sleeps 4. Fla.

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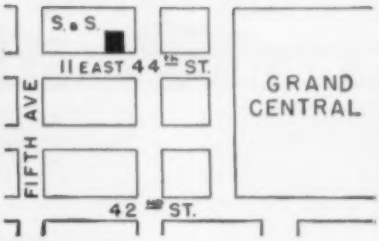
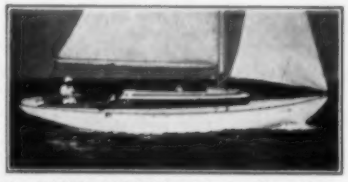
APPRAISALS

No. Y-15215—FOR SALE—Twin screw deluxe fisherman 42'x12'5"x3'6". Three berths in main cabin, double stateroom, Chrysler power. The last word in a sport fisherman. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.



No. Y-9637—FOR SALE—Twin screw Diesel motor sailer 61'3"x14'x6'6". Enclosed deckhouse, double and two single staterooms. Priced to sell. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.



No. Y-7100—FOR SALE—Islander Class Sloop, built by Hinckley from our designs. This is typical of many small auxiliaries of various types that we are offering for sale. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

No. Y-71119—FOR SALE—Shoal draft cruising sloop 21'x19'6"x7'6"x3'9", built from Bill Crosby's designs. Sleeps three. Large cockpit. Price $2500. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

No. Y-9732—FOR SALE—Marblehead cruiser 34'x10'2"x3', with comfortable sleeping accommodations for five or six, a large cockpit, Gray motor. In commission. For further information see SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

No. Y-15456—FOR FLORIDA CHARTER—Steel Diesel yacht 65'x16'x 4'6", with main cabin and three double staterooms, three lavatories. General Motors power, all modern auxiliaries. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

No. Y-15137—FOR SALE—Twin screw double cabin cruiser 42'x13'x3'. Two berths in deckhouse, double staterooms forward and aft, Chrysler motors. Professionally maintained. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

No. Y-8771—FOR SALE—Auxiliary yawl 52' x36'x12'x7'9". One of the fastest in the Ocean Racing fleet. Two berths in main cabin, two double staterooms. Double planked hull, teak deck. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

No. Y-8975—FOR SALE—Auxiliary yawl 38'x26' x9'7"x5'8", built 1953 our designs. Two berths in main cabin, double stateroom forward, galley aft. Dacron working sails, Nevins rigging. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

No. Y-71080—FOR SALE—Auxiliary sloop 31'6" x28'x8'10"x5'3", built by Luders from her owner's designs. Double cabins forward and aft with large midships cockpit. An unusual and interesting boat. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

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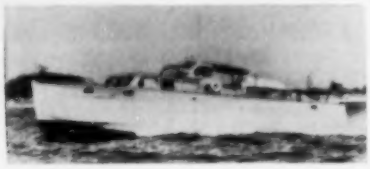
#2200—110' Lawley Flush Deck Cruiser, 2-1956 G. M. 6-71 225 h.p. engines, 17½ m.p.h., new teak decks, 5 dbl. staterooms, 5 complete baths, rebuilt and modernized 1956.

#2235—50' 1949 Vinyard Fly Bridge Cruiser 1951 G. M. 6-71 diesels, acc. for 8, 2 elec-toilets, shower, elec-refrigeration, dinghy, auto-pilot, pressure hot and cold water.

#2259—41' 1954 Model Matthews Fly Bridge Convertible Sedan 2-V-8s, two elec-toilets, shower, elec-refrigeration, fish chairs, 2 large radiotelephones, finest available.

#2264—57' 1949 Custom Off-Shore Diesel Cruiser. Heavy constructed, teak decks, 2 dbl. staterooms, 2 complete baths; large inventory, long range cruising. Her appointments are of the finest.



#2274—49' 1949 Huckins Off-Shore 2 G.M. 6-71s, acc. for 4, shower, auto-pilot, 100 watt, S/S, completely rebuilt and engines rebuilt 1956.

#2263—37' 1955 Colonial Express 2-175 Grays, sleep 6, dinette, galley, S/S.

#2246—40' 1947 Huckins Double Cabin Fly Bridge 1956 Chrysler 135s, 2-double staterooms, 2 baths, elec.-galley, auto-pilot, S/S, completely rebuilt 1951, A-1.

#2223—40' 1951 Model, Matthews Double Cabin Fly Bridge 1955 V-8s, 2 double staterooms, 2 toilets, shower, galley, S/S, outriggers, yacht condition.

#2134—40' 1954 Wheeler Express 2-G.M. 4-51 diesels, all teak decks, S/S, auto-pilot, large cockpit.

#2202—41' 1955 Richardson D.C.F.B. 2-175 Gray engines, teak decks and walkaround decks, 2 toilets, shower, galley. Like new.

#2148—42' 1955 Chris-Craft Commodore 2-190s, teak decks, accommodations for 8, shower, electric refrigeration, radiotelephone.

#2207—42' 1955 Chris-Craft Custom Express Chrysler V-8s 250 h.p., each 34 m.p.h., teak decks, 100W.-radio, elec.-refrigeration, pressure water. Like new.

#2091—42' 1955 Matthews Martinique 2-V-8s, teak cockpit, sleep 5, elec.-toilet, shower, outriggers, S/S, well equipped.

#1447—51' 1933 Sparkman Stephens Designed Fly Bridge Cruiser. 1953 G.M. diesels, all teak decks, shower, 2 elec-heads, elec-refrigeration, auto-pilot, S/S, fish chairs, excellent thruout. $21,600.

#1113—52' Mathis Houseboat 1956, 145 h.p. engine, 3 staterooms, shower, elec-refrigeration, pressure hot and cold water. A home afloat.

#2145—52' 1955 Holland Built Steel Cruiser 2-G.M. 6-71 diesels, teak decks, acc. for 6, dinghy and motor, 85 watt radio, well maintained.

#1682—52' 1954 Huckins Linwood, 2-G.M. 6-71 diesels, custom interior, 2 staterooms, 2 baths, every conceivable extra; sale by estate.

#2141—54' 1941 Matthews D.C.F.B. 1951 6-71s, teak cockpit, 2 toilets, shower, plus crew quarters, 14' dinghy and motor, S/S, auto-pilot, fish chairs.

#2070—57' 1948 Burger Cruiser, 2-G.M. 6-71 diesels, 3 double staterooms, 2 baths, plus crew with shower, dinghy and motor, S/S, auto-pilot, new furnishings.

#1754—57' 1951 Grebe Flush Deck Cruiser, 2-G.M. 6-71s, all teak decks, 2 dbl. staterooms, 2 baths, beautifully furnished. Every conceivable extra.

#1371—57' Consolidated Cruiser 1955 G. M. 6-71 diesels, all teak decks, hard top, sun deck, black hull, complete equipment.

#1577—60' 1955 Burger Flush Deck Cruiser, 2-G.M. 6-71s, 14 knots. Acc. for 8, 2 baths, elec-refrigeration, Bendix pilot and radiotelephone, yacht condition.

#2299—60' Mathis Cruising Houseboat, 3 double staterooms, 2 baths, fully equipped for cruising and living aboard.

#2030—60' 1938 Mathis Cruising Houseboat, 2-superior diesels, rebuilt 1956, three double staterooms, 2 baths, refrigerator and deep freeze, gas cooking, auto-pilot, dinghy and motor.

#2267—72' 1929 Luders Cruiser 1952 G. M. 6-71 diesels 20 m.p.h. Boat rebuilt 1952, new furnishings, 1956 complete equipment.

#2282—85' 1928 Mathis Houseboat 1946 G. M. diesels, rebuilt 1951. Five staterooms, 4 baths, exceptionally well equipped, very spacious, immaculate condition.

#2214—35' 1954 Chris-Craft Commander 2-145s, all teak decks, sleep 6, electric refrigeration, radiotelephone, dinghy and motor, very well maintained.

#2300—26' 1954 Prowler, twin 155 h.p. engines, outriggers, radiotelephone, glass well, outriggers, fish box, top condition; very fast.

CHARTER ONLY

It is not too early to make reservations for your winter charter. Below are a few suggestions from our many listings of fine yachts available for charter in Florida this winter.

#2209—55' 1955 Trumpy Yacht, 2 G.M. 6-71 diesels, teak decks, two double staterooms, 2 baths, one with shower, complete equipment. Finest available.

#2177—65' 1953 Holland American Flush Deck, 2-G.M. 6-71 diesels, teak decks, 3 dbl. staterooms, 3 baths, complete equipment for cruising. One of the finest.

#2140—65' 1950 Grebe Yacht, twin G.M. 6-71 diesels, teak decks, acc. for 6, 2 baths, every conceivable extra for deluxe cruising comfort.

#1445—98' Mathis Cruising Houseboat, twin 250 h.p. diesels, 5 staterooms, four baths, very spacious. Fully equipped for luxurious cruising and living aboard.

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36' ALDEN YAWL—A practical cruising auxiliary with four berths and an enclosed head. Equipment includes foam rubber mattresses, awning, lifelines, and relatively new sails and engine. This single-hander has a nice turn of speed and can be recommended at $8,500.

45' SPARKMAN & STEPHENS SLOOP built by Nevins, and subsequently extensively equipped for racing. She has a double stateroom aft, 2 berths in the main cabin, and galley and pipe berth forward. Asking $25,000.

52' RHODES KETCH which has compiled a highly successful racing record since her construction in 1947. Has a bronze centerboard, midship cockpit, 2 double staterooms, and a main cabin sleeping 4. A recent passage from Bermuda was ample proof to a member of our firm that sea-acing ability was not sacrificed for speed. $35,600.

OXFORD "400"—28'11" x 22'6" x 8'4" x 4'6" auxiliary built in 1947. The 400's are personality boats with an unusual turn of speed and bunks for three persons. This offering has some new Ulman & Ratsey canvas, sailing dink, and is completely found. $7,500.

RHODES "27" built by Nevins to highest standards. This design is highly sought-after due to its superlative racing performance. Completely equipped for racing and cruising, and her sail inventory of 13 bags includes 1954 Dacrons. Has radio-telephone, lifelines, pulpit, and a refinished interior. Asking $19,500.

30' AUXILIARY SLOOP built to Mason's design in 1954. Teak planking, bronze fastenings, 25 H.P. Universal, and Ratsey canvas. She sleeps 4 and is completely found for racing and cruising. Racing record includes class 1st place in combined Off-Soundings races. Asking $15,000.

HINCKLEY "36"—Available are two custom models each representing replacement costs of more than $24,000. With cruising accommodations for 5, one has teak decks, hot and cold water pressure system, shower, cabin heater, fathometer, pulpit and much other equipment. From $16,000.

44' ALDEN M.S. KETCH built for her present owner in 1947. Has real sailing ability and exceptional accommodations, sleeping 7 all told in her double, single, and main cabins. She features a hot and cold water pressure system, shower 2 toilets, dual steering, etc. Asking $30,000.

50' T.S. MOTOR SAILER KETCH built by Lawley to high standards. She is especially able in rugged offshore conditions with a rig supplementing her twin Lathrops. Her owner has returned from an expedition South, so she is fully found and able to leave on a moment's notice. $22,500.

ALDEN CUTTER—47'x33'x11'10"x6'7" racing-cruising auxiliary built in 1938. Has teak deck, mahogany planking, lead keel and bronze fastenings. Has popular double-stateroom—aft layout with room for hand forward. Available in N.Y. area at $21,000.

42' T.S. DIESEL POWER BOAT with steadying rig. Built in 1948 to heavy scantlings, she is an able and husky vessel capable of offshore work. Sleeps 5 in 2 cabins with room for one man forward. Powered by twin Budas of 70 H.P. each she cruises at from 9 to 11 knots. Asking $25,000.

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61′ 1931 STEPHENS. Twin Chrysler Royals. All teak superstructure & decks. Sleeps 7 plus 2 crew. Extremely well equipped. Quality yacht throughout. Asking $28,000.

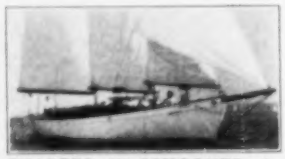
CHARTER 112′ FAIRMILE. Twin GM 6-71's. Handles up to 16 guests. Experienced crew of six. Two fishing skiffs. Food and fuel furnished. $1,200 per week; $4,000 month.

CHARTER 104′ YACHT. GM Diesel powered, 15 knots. Luxurious accommodations for 8. Entire yacht air conditioned. Excellent crew of 6, fuel & food included. $6,500 per month.

64′ NEW STEEL YACHT, DFXH Hercules Diesels, 260 hp each. Zinc sprayed steel hull, teak decks. Accommodations for 6 forward, cargo hold aft. 3160 gals fuel! Estate sale, $67,500 f.o.b. Holland.

57′ 1949 DAVIS CRUISER. 150 hp Buda Diesel. Stout construction, teak decks. Spacious quarters for 4 plus crew. A completely equipped and very able cruising yacht. $57,500.

CHARTER 71′ VOSPER. Twin GM 6-71's. Sleeps 10 guests. Very well equipped. Crew of 2. Available in Miami all year. $800 per week; $3,000 month.



CHARTER 53′ SCHOONER. Accommodations for 6 in party. Excellent equipment. Crew of one. $600 per week. Start at Miami or Nassau.

50′ 1951 CATALINA. Twin 160's (new blocks 1955). Sleeps 8. 30 watt RCA radio, auto CO2, Onan generator, etc. Located Gulf Coast. Corporation sale, try $18,500.

60′ 1938 ALDEN Cruiser. Two GM Diesels (6-71 plus 3-71 for trolling). Sleeps 6 plus crew. Fabulous inventory includes 1951 26′ Sport Fisherman. Excellent value at $45,000.

CHARTER 68′ CONSOLIDATED in Nassau. Twin GM 6-71's. Spacious accommodations for 4-6 in party. Completely equipped for sport fishing. Crew of 2. $675 per week.

CHARTER 61′ TRUMPY. Luxurious accommodations for 4. A top quality yacht throughout. Experienced crew of four. $5,500 monthly.

49′ 1949 HUCKINS "Offshore 48". Twin GM 6-71's reblt '56. 28 mph speed. Sleeps 6, 100 watt radio, auto pilot, etc. Yacht in like new condition. Located on Great Lakes, $55,000.

50′ 1949 VINYARD. Twin 1951 GM diesels. Sleeps 8 plus 1 crew—15 knots cruising. Top quality, finished like a grand piano, furnishings like new. Bargain at $40,000.

CHARTER 62′ SCHOONER. Comfortable accommodations for 6 in party. Well equipped. Very experienced crew of 3. $550 per week. From Miami or Nassau.

CHARTER 57′ HUCKINS. Twin GM 6-71's. Spacious accommodations for 6 guests. Experienced crew of 2. $800 per week. Ideal for Cuba & Bahamas.

41′ 1951 MATTHEWS DCFB. Twin 1955 Chrysler V-8 200's. Sleeps six, dual controls, 30 watt RCA, auto pilot, RDF, depth finder, hydraulic controls, CO2 system, etc. Asking $24,500.

40′ 1940 Cutter. Best known character boat. Hull, decks, houses strip planked mahogany. Top racing record. CCA rating 24.8. Sleeps 4 on lowers. Bargain at $22,500.

CHARTER 48′ CHRIS-CRAFT in Nassau. Twin 150 diesels. Sleeps 4 to 6 in party—equipped for fishing, 2 in crew. $525 per week.

CHARTER 45′ HUCKINS. Sleeps 4 guests. Excellent captain, $700 week. Fast, cruising-fishing yacht in immaculate condition. In Miami all year.

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40' **ELCO 1947 sedan**, twin 1955 Chrysler 200's, sleeps 6, excellent condition, attractively priced.

41' **MATTHEWS 1953 DCFB**, twin Chrysler 165 HP engines, sleeps 6, 2 toilets, 1 shower. Excellent inventory.

42' **WHEELER 1953** flush deck motor yacht, twin Chrysler 156 HP engines, sleeps 8, 2 lavatories, shower, large inventory.

42' **CHRIS-CRAFT 1955 DCFB Commodore**, twin 160 HP CC engines, sleeps 8, 2 lavatories. Good saving for a new boat buyer, radio tel, shower, fathometer, etc.

45' **CHRIS-CRAFT 1954 Corsair**, twin 160 HP engines, sleeps 8, 2 lavatories, shower, little use. Try $25,000.

46' **CHRIS-CRAFT 1955 Constellation** flush deck, twin CC 190 HP engines. Sleeps 8, 2 lavatories and shower. Offered as new boat. Large savings.

47' **ELCO 1948 Sedan** with fly bridge, twin 1953 Chrysler 165 HP engines, sleeps 6, 2 lavatories and shower. Top maintained boat.

50' **CHRIS-CRAFT 1954 Catalina** short sun deck, twin CC 160 HP engines, sleeps 10, extensive equipment, fresh water use only, reasonable price.

50' **CORRECT CRAFT 1953** flush deck, twin 671 GM diesels, sleeps 8, 2 heads, shower. Fabulous equipment, double planked hull.

50' **BURGER 1947** flush deck steel hull, twin 671 GM diesels, extensively equipped for long distance cruising.

50' **LUDERS 1948 DCFB** twin 671 GM diesels, accommodations for 6, excellent sea boat. Extensive equipment, reasonably priced.

52' **CHRIS-CRAFT 1949 Conqueror DCFB** walk around deck, accom. 8, 2 heads, 1 shower, twin 200 HP SCRIPPS 1951 engs. Show Boat condition.

52' **WHEELER 1951** Promenade Deck, twin 1955 GM diesels, accommodations for 6, plus crew, 2 heads, shower, extensive inventory.

53' **CHRIS-CRAFT 1953 Conqueror** short sun deck, twin 671 GM diesels, sleeps 10, attractive buy. Others available.

53' **BURGER 1949** flush deck steel hull, twin 671 GM diesels, accommodations for 7, 2 heads, extensive inventory.

54' **CHRIS-CRAFT 1951** flush deck motor yacht, twin 671 GM diesels, accommodations for 10, 3 heads, 1 shower. Extensively equipped, reasonably priced.

55' **WHEELER 1952** promenade deck yacht twin 671 GM diesels, accommodations for 8, lavishly equipped.

57' **BURGER 1948** flush deck steel hull, twin 671 GM diesels, spacious accommodations for 8, extensive inventory, reasonably priced.

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60' **FEADSHIP 1953** flush deck twin GM diesel yacht, 3 double, 2 baths, large deck space, top condition.

60' **BURGER 1955** twin GM diesel flush deck motor yacht, 3 double staterooms, 2 baths, extensive equipment.

62' **CHRIS-CRAFT 1951** flush deck motor yacht, twin GM diesels, accommodations for 10, large inventory, top condition, priced fairly.

64' **HOLLAND AMERICAN 1953** flush deck motor yacht, twin GM 671 diesels, 2 singles, 1 double, 2 lavatories. Extensive equipment.

64' **HUCKINS 1955** flush deck, twin diesel yacht, 3 double staterooms, 2 baths, cruises at 17 knots, equipment includes Radar.

65' **GREBE 1950** flush deck, twin 671 GM diesels, spacious accommodations, Tiffany of yachts.

68' **ACF** fly bridge motor yacht, twin Chrysler 1953 165 HP engines, 3 double staterooms, large dining salon living room. Asking $15,000.

70' **PETERSEN 1946** flush deck twin GM diesels, 2 singles, 1 double, excellent construction. Offered at reasonable price.

82' **NEVINS 1947** motor sailer twin GM diesels Ketch Rig, 2 double, 1 single staterooms, 2 baths, extensive equipment.

85' **STEPHENS DIESEL CRUISER 1951**, 4 671 GM diesels, 3 double staterooms, 3 baths, air conditioned. Asking $89,000.

118' **DEFOE CRUISEMASTER 1947** steel diesel yacht, 4 671 GM diesels, 3 double staterooms, 2 singles, sea going yacht.

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SAIL:

57' Three-Masted Diesel Schooner. 57'x47'x15'x6'10". Designed Peterson, bt. McAlpine, 1937. GM 113. Accom. 6-8, crew 2. New stainless galley, el. refrig., RDF, phone, dinghy/davits, lifelines, good sail inventory. On the coaster model, husky but plain. Recent reconditioning.

47' Rhodes Aux. Racing-Cruising Cutter. 46'8"x34'x11'3"x6'6". Bt. Bales, 1950, mahog./brz./teak. Gray 42. Accom. for 6. Stainless galley, foam berths, dink/outboard, lifelines, pulpit, winches, stainless rig & exc. sail inventory. Enviable racing record & top maintenance.

44' Diesel Ketch-rigged Motorsailer. 44'x37'6"x12'x5'. Designed/bt. Holland, 1953, welded steel teak dks. GM 93. Accom. 6. Two gens., pressure H&C/shwr. Monel galley, gas range, el. refrig., autopilot, depth indicator, sailing dink, lifelines, bow rail, winches, stainless rig & large sail inventory, incl. squaresail. Flying bridge control.

38' Alden Ctbd. Aux. Marconi Schooner. 37'6"x30'x12'x3'6". Bt. Weeks, 1928. Gray 40, w.w. cooled. Accom. 6. Aux. gen., converter, radio. Fluid Heat, foam berths, dinghy, lifelines, el. halyard winch & good sails. Well outfitted.

37' Hanna Aux. Gaff Ketch. 36'8"x33'x12'x4'6". Bt. New Basin Boat Wks., 1950, all Monel fastenings. Lathrop 45, 1954. Accom. 6, crew 1. CO2, stainless galley gas range icebox, foam berths, BB dink, Monel lifelines & 5 sails, good/exc. Bt. for world cruise with 2 trunk/2 cockpit layout & dual steering. Well found & in exc. condition.

31' Alden Malabar Jr Aux. Sloop. 31'4"x22'1"x8'6"x4'8". Bt. Bristol, 1939, mahog./brz./teak cockpit & sole. 1955 Universal 25. Sleeps 4. Stainless galley & icebox, foam berths, pram, winches, good rig & sails incl. recent Dacron. Wooded & in very good repair.

25' Adams Interclub Class Sloop. 24'6"x17'x6'x4'. Designed Goeller, bt. Quincy Adams, 1938, mahog./brz. lead. Outboard, good rig & fair/good sails.

POWER:

76' Twin Diesel Houseboat-Cruiser. 76'x74'3"x16'6"x4'6". Designed Trumpy, bt. Mathis, 1940. Exc. construction incl. teak decks. Superior 170s. Owner accom. 6, crew 4. Aux. gen., CO2, heat, pressure H&C 3 shwrs, stainless galley, gas range, el. refrig. & dp. freeze, autopilot, 75w. phone, TV, el. windlass & 2 tenders. Yacht completely reconditioned 1952.

52' Chris-Craft Triple Screw DCFB. 52'1"x12'8"x3'. Bt. 1953. Chris-Craft 160s. Chris-O-Matic controls. Accom. 6, crew 2. Auto CO2 aux. gens., rectifier 110. Fluid Heat, pressure H&C shwr, el. wc., gas range, el. refrig., dishwasher, photopilot, 75w. phone, depth indicator, dinghy davits, & Navy top. Super sundeck Conqueror in top condition/fresh water use.

49' Huckins Twin Diesel Offshore. 49'1"x14'3"x3'4". Bt. 1949. GM 200s, reb't 1956. Accom. 6. Aux gen., charger, inverter, oil heat, pressure H&C/shwr/tub, 3 el. wcs., gas range & el. refrig. in chrome galley, photopilot, 100w. phone & dinghy. Reconditioned 1956.

42' Wheeler T.S. Sportfisherman. 42'x12'5"x3'2". Del. Oct., 1951. Chrysler 160s, 1953. Accom for 5. Auto CO2, aux. gen., Constavolt, 110 system, heat, pressure H&C/shwr, el. wc., gas range & el. refrig. in stainless galley, phone, RDF, photopilot, depth indicator, dink/outboard, bow rail, outriggers, 3 chairs, gin pole lookout & fish box. Dual control fly. bridge. Custom modification of stock express model. Condition exceptional.

33' Morton-Johnson T.S. Sportfisherman. 33'x11'x2'6". Bt. 1955, cedar/copper/all teak decks. Nordberg 155s, hydraulic. Sleeps 2, stainless galley & head. Lux. Monel fks., 110, charger, phone, Monel wells & fish gear. A handsome 32K sport skiff of top quality.

30' Chris-Craft T.S. Sport Skiff. 30'x9'9"x2'. Del. June, '56. Chris-Craft 95s. Rated 26. Two berths, head, phone, outriggers, 2 fish chairs, pulpit & fldg. top. Well-equipped, used only 50 hours & priced to sell.

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#588—33' Cabin Cruiser, 1954, sleeps 4; Lathrop 70 HP; very heavily constructed, excellent sea boat for family. $7,250

#593—25' Cabin Cruiser, 1948; sleeps 4; Gray Marine 105 HP; engine excellent condition, used only 2 seasons, fully found. $3,450

#594—40' Cabin Cruiser, 1936; sleeps 5; elec. shower; Twin Kermath Sea Rovers, 130 HP each; S to S; CO 2; 9' Penn Yan dinghy with outboard; fully found. $9,500

#581—32' Baltzer Sedan Cruiser, 1951; sleeps 4; Kermath 110 HP; CO2; fully equipped; excellent condition. $6,500

#559—40' Matthews Cabin Cruiser, 1951; sleeps 6; 2 elec. showers; Twin Chrysler Royal Specials, 165 HP each; 7' Old Town tender; R. D. F.; Auto. Pilot; excellent condition; fully found. $26,500

#550—Consolidated Cruiser, 1946; sleeps 4; Twin Chrysler Crowns; maximum 20 knots; excellent condition. $15,000

#5104—38' Matthews, 1941; sleeps 6; Twin Buda Diesels 90 HP each; Rebuilt 1955 as *new*; dinghy; completely found. $12,500

SAIL

#710—26' Casey Yawl, 1936; sleeps 4; Gray 16 HP in excellent condition; 8' Chris Craft dinghy with outboard; boat completely gone over in 1955. $7,500

#707—35' Yawl, 1940; sleeps 4; Palmer 25 HP 1955; well equipped; refinished 1955-56; 9' sailing dinghy; fully found. $6,000

#906—54'5" Alden Ketch, 1927; sleeps 7; elec. head; Chrysler engine rebuilt 1955; dinghy; excellent condition—asking $20,000

#632—30'9" Alden Motor Sailer; sleeps 4; Universal Utility Four; dinghy; fully found; boat is brand new. $15,000

#632—27' Cat Schooner, 1955; sleeps 2-4; Universal Utility Four—asking $10,000

#633—26' Motor Sailer—1952; sleeps 4; enclosed head; Gray 31 HP; Fully found; excellent for cruising—asking $6,000

#627—25' Centerboard Sloop, 1938; Arnolt-Seamist 20 HP overhauled 1955; new Pram dinghy; boat completely overhauled 1956—asking $3,000

#614—34' Barnacle Class Alden Sloop, 1947; sleeps 4; Gray 25 HP; 8' pram dinghy; fully found. $7,500

#412—23' Sloop; 1950; sleeps 2; Redwing 18 HP; excellent condition throughout; fully found. $3,000

#628—50'3" P Class Sloop; sleeps 6; Universal 25 HP engine rebuilt 1955; boat is in excellent condition; many extras; fully found—asking $8,500

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52' Herreshoff P sloop, 25 hp $3500.
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28' Hankins Jersey Skiff '48, 145 hp $4500
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36' 1953 Model RICHARDSON Sedan twin 115 Hp. Chryslers, Teak cockpit, S-S phone, fish chairs, searchlight, air horns, completely fitted out. Cost new today—over $21,000.
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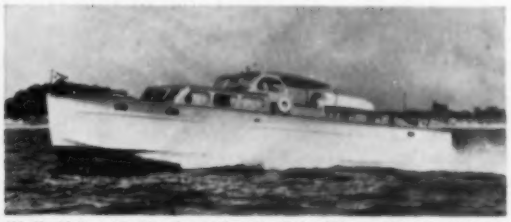

49' Huckin's "Off Shore" model 1949. Twin GMs rebuilt '56. Only one owner. Auto pilot and log. S to S. Heat. Shower. Fast boat.

S & S Weekender 1938. Hull bottom, and bright work taken down to wood 1956. She looks like a new boat and is exceptionally attractive. Ask $13,500.

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84' ALDEN SCHOONER DIESEL SCHOONER 1930. Teak decks. Fine shape.
70' S & S YAWL. Shallow draft. Finest construction. Top condition.
59' ALDEN DIESEL C.B. SCHOONER 1947. Unusually attractive. Excellent equipment.
50' CASEY YAWL 1947. Ratsey Dacron sails. Fine equipment. Very smart.
48' SCHOONER. Graves 1937. Excellent construction. $14,000. Try offer.
48' DUTCH STEEL SLOOP 1940. Gray 1954. Dacron sails. Excellent maintenance.
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39' GEIGER CUTTER 1940. Teak decks. Good sails and equipment. $13,500.
38' ATKIN KETCH 1945. Husky, able boat. Can be bought below market.
36' HINCKLEY CUSTOM YAWL 1953. Owner has two boats. Anxious to sell.
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46' E. McINNIS KETCH. Gray diesel 1949. Very attractive. $15,000. Try offer.
38' ENGLISH DIESEL SLOOP 1952. Fast under sail and power. Very smart.
48' CROCKER KETCH 1936. Lathrop power. Sails 1954. Very attractive. $16,500.

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62' DEFOE BUILT YACHT. 2 GMs 1950. Modernized. Capt. maintained. Attractive price.
60' MATHIS HOUSEBOAT. Rebuilt; comfortable; elec. refrig. Low price.
57' TS FB ELCO. Capt. maintained. Walk around decks. Fine equipment. Low price.
52' DC FB DAWN 1946. Twin GMs 1949. Fine layout. Photo pilot. Elec. refrig.
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51' TS FB MATTHEWS '39. Dual controls. 2 Chryslers rebuilt '55. Fine shape. $15,000.
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45' DC DAWN. Twin Royals 1950. Shower. Stab. Fine shape, modernized. Try offer.
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38' TS DC FB CHRIS-CRAFT 1953. S to S. dinghy, shower. Well kept. $17,000.
36' CUSTOM SEDAN 1949. Twin Packards 1955. S to S. Gas stove. Light plant. Try $8000.
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36' ALDEN cutter 1936. Fast & able. Just refinished. Sleeps 4.

42' ALDEN sloop 1939. New Gray engine. Top condition. Sleeps 5.

57' 3 masted schooner. Able off-shore character ship. Needs some work. Bargain.

54' ALDEN schooner 1931. Chrysler power. Sleeps 6. Well equipped.

63' Sloop 1937. Built by Lawley. Now being readied for Southern racing circuit. Top shape.

68' Steel marconi ketch, built 1954 in Holland. Diesel power. Sleeps 10. Built for world cruise.

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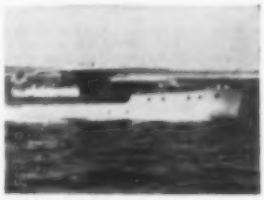
40' MATTHEWS 1947, Plan B. Completely equipped for fishing. 2 Chrysler 200 hp 1955. Just refinished.

40' WHEELER Sunlounge 1946. Clean & excellent condition.

41' HUCKINS DCFB 1947. Twin Chrysler Royals 1956. Most complete equipment of any boat her size. Like new condition.

50' ANNAPOLIS sport Fisherman. 2 Chrysler Royals. Sleeps 5. Top shape.



53' BURGER 1947. 2 GM Diesels, 2 Doubles, 1 single, 2 baths, air conditioned. Very complete equipment. Priced to sell.

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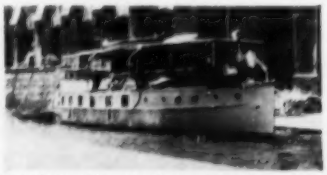

ESTATE Sale. 60' Mathis houseboat cruiser. 3 double staterooms, double bed in deckhouse. Massive deck space. Big galley and dining salon below. 2 toilets, shower. 2 berths forward. Heavy duty Sterling engine in top shape. In commission, fully found. Real opportunity.

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MATHIS 52 FOOT HOUSEBOAT. 14' beam, 3'6 draft, 6'6 headroom. Double, 2 single staterooms. 2 forward. Bath. Nice galley and dining salon. Large deck area. New Palmer 145 hp gas engine. 2 small boats. An old boat that has had good care. Can be chartered or bought. A good, popular boat.

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MOWER DESIGNED SCHOONER. 70 x 50 x 16'6 x 8'7. Chrysler Royal engine. Has 1 double, 2 single staterooms. Large galley. Three forward with stateroom for captain. Staysail rig is easy to handle. A fast yacht that has excellent racing record. She can take you anywhere in comfort and safety.

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Safe, steel hull of No. 8 gauge plates, part teak decks. Twin 125 HP Chrysler engines, hydraulic controls, Onan generator, new Skipper radio telephone 35 Watts, R.D.F., Constavolt charger, Bendix auto pilot with remote controls, fume indicator, fathometer, gangway, swimming ladder, Monel tanks and shafts, ship's clock & barometer. Fully found: linens blankets, dishes, utensils. All refinished and in perfect condition. Asking $25,000. New on Great Lakes—Will start south early in September. Inspect her enroute by appointment—See your broker or contact:

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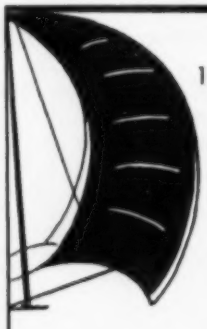

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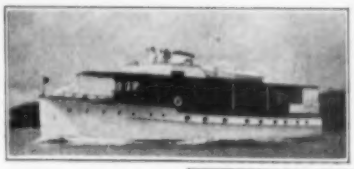

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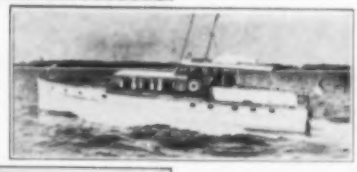
43' **CONSOLIDATED FLYBRIDGE SPORTFISHERMAN.** 1947. Twin 160 h.p.; teak cockpit; sleeps 4. Expensive to build. **ASKING $19,000. MAKE OFFER.**

47' 1948 **FLYBRIDGE ELCO.** Spotless condition; dual Panish controls; 1953 Chryslers. Captain maintained. Light use winters only. **MAKE OFFER.**

50' **DCFB ANNAPOLIS.** 1946; rebuilt 1953. Twin Royals; rigged for sport fishing. Sleeps 5, plus crew. **ASKING $35,000.**

50' **DCFB DAWN.** 1946. Twin 250 h.p. Hall-Scotts. Two (fb) staterooms. **WE HAVE SEVERAL DAWNS AVAILABLE; ONE WITH DIESEL POWER.**

BUY OR CHARTER this 1951, 52' FLUSH DECK DIESEL GREBE. We have a 1950, 65' GREBE on file, too. For the yachtsman who prefers a steel hull we offer a 1955, **60' BURGER for sale.**



52' HUCKINS "LINWOOD". Twin GM 6-71 inclined diesels. This 1954 model cruises at approximately 20 knots. Spacious owner's quarters for 4. Extensive electronics inventory.

40' MATTHEWS FLYBRIDGE SEDAN. 1948. Twin 150 h.p. Kermaths. Dual Chris-O-Matic controls; Aqua Clear Feeders; Plan "A" layout; extensive inventory; CUSTOM BRIDGE. We believe this listing will move quickly at $16,000.00.

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55' **TRUMPY FLUSH DECK CRUISER.** 1955. This yacht is one of the finest listings for **FLORIDA CHARTER THIS WINTER.**

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80' **MATHIS CRUISING HOUSEBOAT.** Extensive improvements with the past two years. Modern air-conditioned accommodations.

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23' 1946 **Chris-Craft Express**—95 hp. Chrysler Ace—foam rubber bunks and aft seat cushions, well equipped $2,250.00

25' 1956 **Richardson Flying Bridge Sedan**—125 hp. 12-volt Chrysler Crown—teak cockpit—loaded with extras—like new $7,650.00

26' 1955 **Correct Craft Northport Sedan Flying Bridge**—135 hp. Gray—foam rubber upholstery—sleeps 4—dinette—excellent $5,750.00

28' 1955 **Correct Craft Express Cruiser**—twin 115 h.p. Chrysler Crowns—folding top—used one season—located on Lake Erie—perfect $9,200.00

31' 1937 **Richardson Trunk Cabin Cruiser**—1953 115 hp. Gray—245 hours—sleeps 4—monel fuel tanks—cabin redecorated 1955—well equipped—exceptional condition $5,750.00

32' 1955 **Colonial Express**—twin 115 hp. Chrysler Crowns—many extras—like new $11,600.00

33' 1954 **Model Pacemaker**—twin 145 hp. 12-volt Nordberg Knights—automatic CO2 system—monel lined Rohwell ship-to-shore—all extras—like new $10,900.00

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Huckins "Neptune 45" (aft cabin) model, delivered 1949, Royal Specials 1952 overhauled 1956, fly bridge, dual controls, in new boat condition, located East, reasonably priced.

Huckins "Offshore 48," same owner and captain since delivery in 1949, completely reconditioned and repainted, and the GM 6/71 diesels completely rebuilt, during winter-spring 1956; all the extras you would expect including hand rails and electric refrigeration, located Great Lakes, price $55,000.

Huckins "Oceanic 52," a 1949 boat which has always had captain's care. Her 6/71 GM diesels were modernized and new engine heads installed this year. In this model the owner's quarters are forward, the galley is aft. Located East Coast. Replacement value $120,000. Price $70,000.

Huckins—in smaller sizes—we mention a 34½' 1951 "Gurnet," Crown Specials V-drive in stern, a clean boat, low time, located Mass., offers under $20,000 wanted; also, a 1947 "Sportsman 38," dual control, Royal Specials 1952, located Conn., priced at $18,000.

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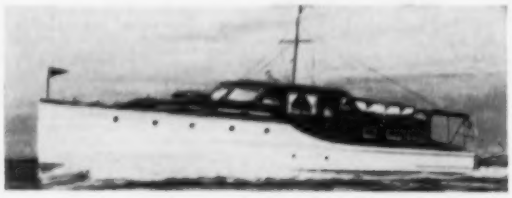
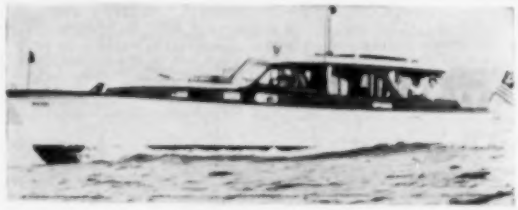
50-FOOT WHEELER

Late model Double planked, teak decks, twin GM 6-71 Diesels plus separate Diesel generator, ship-to-shore phone, Autopilot, Fathometer, electric toilet, deep freeze and electric refrigeration. Sleeps five plus crew.



45-FOOT HUMPHREYS

Twin-screw, repowered 1955 with 200 H.P. Chrysler V-8's. monel shafts, electric generator, CO2 system, R.C.A. radiophone, sleeps six plus crew.



47-FOOT ELCO SEDAN

Built 1947. Repowered May 1956 with twin Chrysler 200 H.P V-8's. Auxiliary generator, 32-V electric refrigeration, Constavolt, automatic CO2 system. Hudson American 35-watt phone, built-in fish box. Two heads. Sleeps six plus crew.

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48' Tiffany Motorsailer diesel power, sleeps five Airconditioned, nicely furnished and completely equipped, all sails and rigging in top condition, a good sailer.

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HINCKLEY "36" YAWL

Custom Model, blt. 1954, 36' x 25'9" x 9'4" x 5'2". Dbl. Stateroom, encl. head w/shower, dinette-dbl. & upper main cabin, fine galley. Exceptionally complete cruising and racing equipment including s.s. pulpit & lifelines, auto. CO2 system, hot & cold press. water system, airfoam mattresses, Porthole Pete range, Dacron working sails, 2 Genoas, 2 spinnakers, mizzen staysail, ship-to-shore, 2 anchors & rodes, etc., etc. No hurricane damage. Top maintenance. Owner building larger yacht.

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Her very complete inventory includes—Mainsail by Ratsey—stainless steel halyards and life lines—rubber mattresses—R.C.A. phone set—Kenyon automatic log—extra heavy duty auxiliary generator—soundproof striking clock—portable radio—flare gun—signal flares—taffrail log—International code flags—stainless steel galley equipment

Hull is built of Mahogany and Oak with Teak decks

Ballast on keel is lead—has 4 cyl. Gray 25 h.p. motor for auxiliary power—has built in table in dinette—galley is in doghouse—there are bunks for five—over 6' headroom in cabin—more than the usual number of drawers and storage spaces—tanks are monel metal—light dinghy on deck

This is not merely another boat—she represents a new conception of both hull and rig designed to produce exceptional ease of handling coupled with comfort plus excellent speed both up and down wind

The unique stayless rotating mast enables you to get under way or put her to bed in seconds—reef or unreef quickly as trimming sheet—double your sail area automatically running

We believe the one man operation and ease of handling of this type of boat should extend the sailing life of many men by several years and enable the power boat man to break into the wonderful sport of sailing with a minimum of risk and effort

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33' Owens Sedan Cruiser, 1949 model, boat used about 90 hours, has been stored inside, was in water last summer.

70' Oceangoing Gloucester fisherman type Schooner yacht, excellent for charter or treasure hunting, priced low.

40' Chris-Craft 1953 Flying Bridge Double Cabin Twin Screw Cruiser.

34' Raised deck Cruiser, 6 cyl. rebuilt Lathrop, whole boat recently painted, $2850.

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New 12' Higgins rowing auto carry, dealer's cost price.

New 12' Tech fiberglas sailing and racing dinghy, Dacron sail, dealer's cost price.

50' Navy Hull, has trunk cabins and deckhouse built on it, boat has been sunk, raised and exterior of hull below deck checked, caulked and repainted, a good boat for the "do it yourself yachtsman."

Two rowing Paddle Boards, spoon oars, can be used as trainer for boys interested in single scull rowing or as paddle boards at beach.

28' Vineyard Sound Interclub.

50' Ketch rigged twin screw motor sailer, believed to be one of the top boats of this type in the country.

23' Wolin Steel Boat like new, 1954 model, Gray 100 h.p. reduction gear motor, riveted hull, excellent for fishing.

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42' Sailing Sloop, marconi rigged, an old boat completely reconditioned 1956, a good buy at $5000.

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K-58-1 Herreshoff designed—Britt Bros. built ketch. Baby sister of famous "Ticonderoga". 58' x 50' x 13'6" x 6'6". One of the most beautiful yachts afloat. In excellent condition throughout. Sleeps 6 aft—2 in crew. Large sail inventory. Must be seen. Asking $45,000. Located Mass.
S-43-21 Rhodes designed 43' C.B. raised deck sloop. 43'6" x 30' x 11'6" x 4'6". Built 1950 to exacting standards. Sleeps 6. Gray 60 h.p. motor. Ratsey sails. Teak decks. An excellent cruising-racing boat. Offered for $24,000. Located N. Y.
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34' Ulrichsen Sedan 1954. 2 Chrysler Crowns. Radiophone. Docking lights. Fighting chair. Fish box. Outriggers. Monel tanks. 110 volt wiring.

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65' steel flush deck cruiser 1953. 2-G.M. diesels. 3 staterooms. One of the most beautiful and best equipped yachts available.

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She is powered with two Caterpillar Diesels, each of 450 hp, giving her a cruising speed of 14 knots; she is also fitted with two 15 KW Caterpillar Diesel generators. She has an oil heating system throughout. Her equipment is most complete and includes Loran, automatic pilot, RDF, and radiotelephone.

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FOR SALE—No. 81156: AUX. SLOOP designed by Roue, well built by Pierce & Kilburn 1941. 36'6" x 27'6" x 9' x 5'8". Sleeps 4. Large sized lavatory. Headroom 6'1". Good galley aft. 2 skylights. 1955 Dacron sails by Reiser. New 1955 C.C. spinnaker. 1951 Gray motor overhauled '56. Life lines, pulpit, 2 Danforths, 300' nylon rode, D.F., fitted winter cover, taffrail log, compass, galleyware, dishes, silver, blankets, barometer. A fast, well maintained, attractive boat fairly priced at $10,800. in commission. Inspectable near our office. **FREDERICK GADE, NOROTON, CONN.**

FOR SALE—No. 41353: ABLE, STIFF, RUGGED AND ROOMY MOTOR SAILER by Warner. Good sailer. 30' x 27'6" x 10'3" x 4'2". Sleeps 4. Headroom 6'4". In commission $7400. **FREDERICK GADE, NOROTON, CONN.**

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80' **KETCH** Steel Hull Holland Blt, Diesel, able, comfortable.
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50'x13'3"x4'6" **MOTORSAILER** Alden-Reid, 38, twin 141 Chryslers, shower.
47'x37'x13'x5'2" **YAWL** Alden 1921 85 Chrysler.
47'x35'x10'6"x7'2" **CUTTER** Steel, Holland blt, 45 Gray 3 cabins.
46'x13'x5' **KETCH MOTORSAILER** 1929, 165 GM Diesel 1949, sleeps 7.
45'x33'x11'5"x6'6" **KETCH** 1933, Casey 25 Universal sleeps 7, well found.
45'x35'x13'x6' **SCHOONER**, Hand '38, 45 Kermath Virgin Is.
43'x11'6"x4'6" **SLOOP CB**, Rhodes Designed '50 Gray—4-107.
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---

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LATE RACING NEWS

DILLER IS COMET CHAMPION

► Wayne Diller, sailing from Comet Fleet No. 1 at the Stone Harbor (N.J.) Y.C. won the Comet Class International Championship at Port Clinton, O. Sept. 6-8 in a 33-boat fleet.

Diller never won a race, and never led the series until the last race, but he was never worse than 10th. His 2-4-6-10-4 record gained a 5¾ point lead over Charles Barclay of Bay Head, N. J. who had led through the first four.

It was a perfect place for unspectacular consistency to come through, as an incident in the first race threw the series wide open. The first seven boats to round the first mark, led by Blair Fletcher of Cooper River, N.J., went back on a run to the starting mark instead of reaching off to the next buoy of a triangular course. They were so intent on their own battle that they never looked back at the rest of the fleet heading the right way, led by Dick Faist of Toledo, O. and Barclay. Most of the seven were among the pre-regatta favorites and still managed to fight their way back into contention before the series ended.

Another big factor was the rough sea kicked up on the open waters of Lake Erie by an 18-knot cold front northwester that blew for the first four races and left a bad slop for the fifth one when the wind fell light and full of holes. Halfway through the finale Barclay was close enough to Diller to benefit from the 3¾ point margin he held going into the race, but he fell back badly on the last fluky beat, while Diller picked up five boats to finish fourth.

Rodger Low of Atlantic Highlands, N.J. won the race, the Dr. Wilbur H. Haines Trophy that goes with it, and finished third in the series, ahead of Bob Seidelmann of Cooper River. Seidelmann took the Herbert L. Stone Trophy, donated by the late editor of YACHTING, for the best finish by a first-time competitor. Both Low and Seidelmann were among the seven first-race strayers.

The first four individual race winners were Barclay, Ed Ryan of Shrewsbury S. and Y.C. (N.J.) Seidelmann and Fletcher. Other top finishers in the series were: (5) Faist; (6) Bob Wales, Green Pond, N.J.; (7) Hoby Kraner, Riverton, N.J.; (8) George Doscher, Toms River, N.J.; (9) Ryan; (10) Fletcher.

BILL ROBINSON

FORT WORTH TAKES WOMEN'S SAILING CROWN

► In an astounding performance, a crew of Beetle Catboat sailors, with Mrs. Glenn Hill Lattimore as skipper, won the North American Women's Sailing Championship, under Cohasset (Mass.) Y.C. auspices, Sept. 4-6. It was the first time in 28 competitions for the Mrs. Charles Francis Adams Cups that the women's crown had been won by a crew from west of the Alleghenies or south of the Mason-Dixon line.

Except for women's crew races, the previous experience of Mrs. Lattimore and her crew had been limited to sailing the little Beetles on man-made Eagle Mountain Lake, the water supply reservoir for Fort Worth. Yet the crew, which included Mrs. Rose Rector, Miss Diane McFarland, and Miss Jane Mooney, took to the International 210s with their genoa jibs and parachute spinnakers as though they had been brought up in the boats.

Fort Worth gained the lead in the first race and never surrendered it. Mrs. Lattimore's record was three wins, one second, a third, and a pair of fourths for 40¾ points. This gave the Texans a 7¼-point lead over Mrs. Maude Kirby and her Sea Cliff (L.I.) Y.C. crew, Sound champions, who had two firsts, a pair of thirds, and three fifths in edging Mrs. Robert Rice's Westhampton quartet, 33½-31¼, for the Mrs. Willis Wood Trophy for the runner-up crew.

The Cohasset Y.C., the organization where the Women's Championship had its birth in 1925, lived up to a well-earned reputation for hospitality and, in addition, provided good racing conditions and efficient management. Three races were sailed in moderate breezes from the southeast, Sept. 4. Trailing for a good part of the opening contest, Mrs. Lattimore pulled into the lead for a seven-second win near the end of the opening windward-leeward race. The Camden crew from Maine with Mrs. Nancy Hutchinson as skipper won the second race in an increasing breeze by 47 seconds from Nancy Robinson's Richmond quartet, Pacific Coast champions,

(*Continued on page* 146)

HOOD WINS MALLORY SERIES

► Ted Hood, from Marblehead, Mass., won the Mallory Trophy series, emblematic of the senior sailing championship of North America, on Lake Washington, at Seattle, Wash., Sept. 10-15. The eight-race, round-robin series was sailed in fluky breezes, calms, foggy mornings, and not too much really satisfying sailing weather.

Hood's placing in the eight races was 2-1-7-6-2-2-1-3, for a series score of 48½ points. Second place went to Gilbert T. Gray, of New Orleans, La., with 44¼ points from an eight-race record of 4-2-4-5-1-5-2-5. A 39¾-point tie for third between Jorgen B. Baess, Pacific International Y.A., and Emil Mosbacher, Jr., Long Island Sound, was broken in favor of Mosbacher who had beaten Baess in five of the eight races. Mosbacher's race record was 3-8-2-1-4-3-8-4; Baess's 1-3-3-2-7-7-3-7.

Fifth place went to Bill Ficker, of Southern California, with 37½ points, sixth to Harry C. Melges, Jr., Inland Lake Y.A., 28½; seventh to G. W. Williamson, Royal Canadian Y.C., of Toronto, 27, and eighth to Robert R. Adams, South Jersey Y.R.A., 25.

At the mid-point of the series Baess, who hails from Victoria, B.C., was in the lead on points, and Northwest yachtsmen had high hopes of the title

(*Continued on page* 148)

Miller

A leeward-mark scramble in the Comet Internationals

Myra foto

Harry Nye of Chicago, twice a world champion, risked a "coffin corner" start, in the lee of the committee boat (the Italian Navy corvette "Ibis") in the opener and got away in a fine berth, but was outsailed upwind

STRAULINO WINS THIRD STAR WORLD'S TITLE

► Capt. Agostino Straulino and Nicolo Rode, of the Italian Navy, became the first three-time winners of the Star World Championship in a record-setting series on the blue waters of the Bay of Naples early in September. They had to fight their way up from tenth place to fourth in the last race to clinch the title, which they previously had won in 1952 and 1953, by a two-point margin in the most closely-contested World series in the Star Class's 45-year history.

Their 279 points topped Lowell North and James B. Hill, of San Diego, Cal., with 277. Young Alvaro de Cardenas of Mariano, Cuba, son of defending champion Carlos de Cardenas, was third with 271. Roberto Ciappa of Italy was fourth with 269. Harry Nye of Chicago, twice a world champion, was fifth with 267. Antonio Consentino of Ischia, Italy, finished sixth with 265.

The entry list of 66 fortunately shrank to a starting fleet of 59, still surpassing the previous record of 51 at Gibson Island in 1951. Eleven nations were represented. The six United States entries were outnumbered by 20 from Italy and strong contingents from elsewhere. The breeze was southwesterly, light to moderate, throughout the five-race series.

Harry Nye risked a "coffin corner" start under the lee of the committee boat in the opening race, got away with it for a fine position, but he was outsailed upwind to round the first weather mark sixth. Running down wind he passed all five boats ahead of him to take a lead that he held to the finish. In a battle for second place on the second round, deCardenas slipped past North, leaving Consentino fourth, just nosing out the eventual champion, Straulino.

Nye again had the best start in the second race, but went to the wrong places in the light, fickle breeze and dropped to 14th at the first mark. The local experts, Consentino and Straulino, showed the way to this mark, followed by Philippe Chancerel of France. On the second beat, in fresher breezes, Straulino clobbered Consentino, another Italian, Fiuza, climbed into third, and Bill Lyon, of the U.S., and Chancerel were fourth and fifth to finish. The top scores stood at 114 points each for Straulino and Consentino, 110 for North, 109 for Nye, and 104 each for Lyon, Chancerel and deCardenas.

(*Continued on page* 146)

COX WINS LIGHTNING TITLE

► William H. Cox of Darien, Conn., is the new International Lightning champion as a result of three firsts, a fourth, and a fifth in the 45-boat fleet participating in the 18th renewal of the annual classic Sept. 6-8. Held for the fifth time at the Buffalo C.C., home of the defending champion Thomas G. Allen, III, the regatta was an outstanding success in every way. The weather was excellent, with good sailing winds five to 18 m.p.h. for each of the five races.

In the first race, Eugene Walet III, of New Orleans, worked into the lead and led at the first weather mark followed closely by H. J. Cawthra, Detroit, Arthur Wynne, New Orleans, and Cox. Allen was about 18th. On the second leg, a spinnaker run, Cox moved up to second and Allen to sixth. Walet maintained his lead throughout the second round and almost to the finish line when Cox passed him to finish first. Cawthra, Allen, and Pete Grainge, of Buffalo, followed in order. The time, 1 hr. 8 min. for 7 miles, was fast.

For the second race, a triangular course with an added 1 mile beat, the wind was northwest, 12-15 m.p.h. Grainge worked out an early lead, but on the spinnaker runs of the first and second rounds there was considerable reshuffling of positions. The order at the finish was: Tom Fallon, of Buffalo; Walt Swindeman, Jr., of Toledo; Grainge; Walet; and Cox. Allen was 10th and Karl Smither, of Buffalo, 11th. After two races Cox and Walet were

(*Continued on page* 151)

CAMPBELL RAISES WORLD RECORD

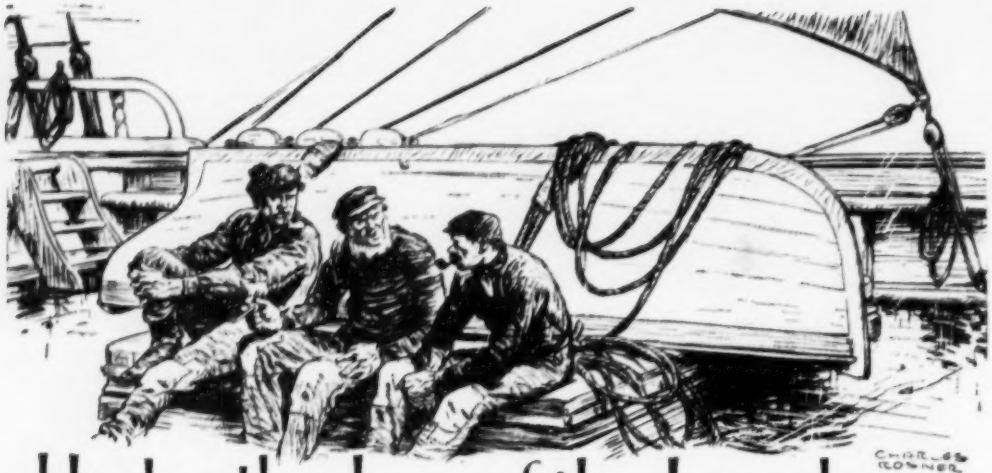
► Briton Donald Campbell boosted his own world speed record on Sept. 19, driving his jet-powered *Bluebird* at an average of 225.36 m.p.h. The trials, on Lake Coniston, England, produced a speed of 286 on the first run and 164 on the second. His speed was reduced by violent hull misbehavior of undeterminated origin.

INTERNATIONAL 14 SERIES

► Capsizes and tangled starts marked the series of races in International 14' dinghies for the Roger Sherman Warner Memorial Trophy and the Connecticut Cup, held on Eastern Long Island Sound Sept. 8-9. Sponsored jointly by the Essex and Fenwick (Conn.) Y.Cs., the series drew 35 entries from the northeastern U. S. and Canada. Winds varied from gentle to fresh out of the northern quadrants on both days.

(*Continued on page* 151)

Frustration at the Lightship. A strong tidal setting against the fleet, plus blanketing by the Lightship made for position changes in this race of the Int'l 14 Series



Under the Lee of the Longboat

By SPUN YARN

THE EARLY SUMMER of 1956 passed uneventfully. The sun did not rise in the west and the U.S. Naval Observatory did not list its declination on July 1 as South 23°07′. "The Saturday Evening Post" did not mistakenly name YACHTING as first in newsstand sales. What I mean to imply is that the stars ran their intended courses. Then our July issue was published. John Mahony, of Miami, Fla., has a discerning eye for a boat as is attested by the fact that he once owned my old *Hippocampus*. He is a noted fisherman as well, and as he glanced at our July cover, painted by the eminent artist Tore Asplund, he thought well of the oily swell and of the accurately portrayed dorsal fin of a broadbill swordfish. He liked the green motor boat rising and rolling on the swell and thought the gesture of the harpooneer on the pulpit both typical and informative. Then he noticed the color of the screen board for the starboard running light. RED!

Well, Mr. Mahony hardly ever sees red and in calling the matter to my attention did not cancel his subscription forthwith. I wrote him in reply that in addition to firing The Boatsteerer (as is customary in all cases of this sort) we had given the Art Editor his separation pay and had withheld a fee for the artist's oculist. To the hundreds of thousands of readers and cover-glancers who did not notice the color of the swordfisherman's screen board go YACHTING's thanks and humble apologies. We are almost certain never to make the same mistake again.

About the same time I almost went farther out on a limb than ever before. Knowing of my absorption in the engrossing science of raftsmanship, Art Thomson, of Hudson, Quebec, sent me an account of the impending departure from Halifax toward England of four Frenchmen and two kittens on a 13 × 17-foot cedar raft. The only reason I didn't get out my hatchet for this trans-Atlantic drifting and drowning party was that I hoped to receive news of its rescue by some fisherman or reefcomber in time for comment in the July issue. I don't know why the dimensions of the log raft were given as 13 × 17 instead of 17 × 13, unless M. Henri Beaudout, the skipper, didn't know which figure represented the length of the raft or whether it would go bow, beam or stern first when motivated by the long-suffering Gulf Stream. I saw in the paper that the Halifax S.P.C.A. tried to dissuade the kittens from making so dangerous a journey but met with such a cool reception from all hands (feet were not mentioned) that it desisted. Altogether, it was one of them things . . . But here is the conclusion as reported by the Associated Press. On August 21 the raft, called *Egare II*, was towed into Falmouth, England. It had drifted, with a little help from a small sail, across the Atlantic in 89 days. The cook—Jose Martinez—was seasick and had been taken off by a passing fisherman when 380 miles out of Halifax, but the remaining three—MM. Beaudout, Gaston Vanackere and Marc Modena—and the cats were alive and well. Next day one of the cats jumped ship (as land-hungry voyageurs will) in violation of the British animal quarantine. Feeling as I do about these expeditions I can only hope that the cat will contribute more to the feline population of Falmouth than its two-legged shipmates have to the propagation of knowledge of the Gulf Stream.

Captain A. B. Gibbs, of Newport Beach, Calif., has been looking along the waterfront, and without telling me which waterfront has observed such things as lines coiled against the sun, rope ends with electric tape for whipping, bells without lanyards and small power boats with cable clamps instead of splices in their standing rigging. He says that far too many little ships are tied up in port with TV aerials and power lines and that the Sloppy Joes who own these craft should be taught that the old ways of the sailor are still the best. I couldn't agree with him more, although I don't entirely share Captain Gibbs's disgust. In the phenomenal post-war growth of the sport of yachting thousands have gone from highway to harbor without stopping to notice the essential difference between a car and a boat. But the bug soon bites them and they find out (if lucky) that there's more to operating a motor boat than holding out the hand when about to make a right turn across the bow of an aircraft carrier. They stop speaking of the bow as the front of the boat and some of them even learn the difference between a fender and a bumper. They learn that marlinespike seamanship is a fascinating art and either then or a little earlier join the United States Power Squadrons and become civilized members of the aquatic society . . . There are, of course, other thousands of neophytes as well as water skiers leaving their hot rods and sports cars on the town wharves every minute, and the millenium has been a long time a-coming.

(*Continued on page* 116)

WILLE KAYE COMES THROUGH

UNITED THEATRE ENTERPRISES
Incorporated
WILLIAM K. JENKINS, President
P. O. BOX 1262 FORT LAUDERDALE, FLORIDA

Mr. H. E. Burger
Vice President & Sales Manager
Burger Boat Company
Manitowoc, Wisconsin

Dear Mr. Burger:

The Commodore's Cruise of the Lauderdale Yacht Club from Fort Lauderdale to Cat Cay, Bahama Islands was scheduled for May 10th with a fleet of fourteen yachts entered with about sixty members aboard the various yachts.

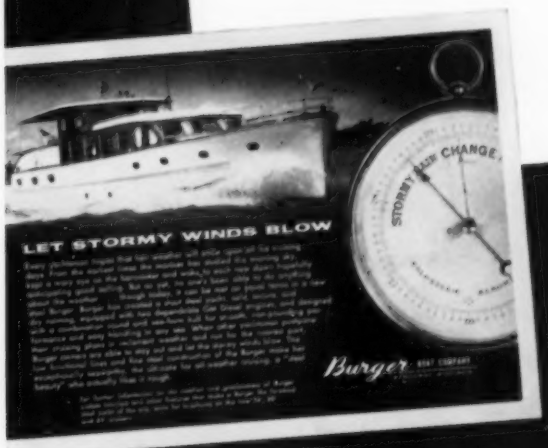
As so often happens to scheduled cruises, the weather on May 10th was really foul with frequent rain squalls and a northeast wind blowing, which isn't the kind of weather you would like to cross the gulf stream.

However, the WILLIE KAYE made the crossing in good time and was the only yacht that did! I couldn't help but think of your copy in recent yachting magazines "LET STORM WINDS BLOW" and this was certainly an instance where the Burger went through "while other yachtsmen postponed their cruising plans".

Atlanta Mayor, William B. Hartsfield, who incidentally has been Mayor for the past nineteen years, and Lauderdale Yacht Club Past Commodore Robert S. Newsham and Mrs. Newsham were my guests.

Yours very truly,

Wm. K. Jenkins.



Burger owners proudly and enthusiastically laud the performance of their cruisers . . . for Burger steel yachts are by far the most seaworthy yachts being built today. These steel beauties have time and again proved their worth in rough weather and live up to their builder's claims in all respects.

Burger BOAT COMPANY
MANITOWOC, WISCONSIN

Burger standard hull sizes, 54', 60', 65' and 75'.

Sunlight and Shadow: Robert L. Hall's 55-foot "Nimrod V" (ex-"Blitzen")

Rosenfeld

VOLUME 100 Yachting NUMBER 4

OCTOBER : 1956

GO ON DOWN THE INLAND WATERWAY!

It's Fun, It's Easy, and Now's the Time

By PHILBROOK PAINE

The author's 30-footer, "Sugar," made the trip in 1955

LET'S SAY that you live in one of the Northeastern states and own a cruiser or auxiliary between 25 and 35 feet long. Further, let's say that your youngsters have grown up or are stashed away in school. Suppose, moreover, that you have been toying with the idea of taking your boat down the Inland Waterway to Florida, but a slight apprehension about the size of your craft and her ability to get safely through to the land of sunshine has so far stalled the final decision.

Well, here's some advice. Do it now. It's a cinch.

You've got the boat. What else do you need? Well, you'll need time off, for one thing. Fifteen days? Three weeks? Six weeks? Take your choice. The cruise from New York to Palm Beach can be made comfortably in three weeks. You'll have to push a little to do that, but it will be fun. If you plan for six weeks, you'll have even more fun. If you've laid out a 15-day schedule, then you had better get up early and run late.

Another scheme that has merit is to employ end-of-the-season weekends to move your boat south in easy stages. By clipping off an occasional Friday or Monday, you'll be surprised how much mileage you can cover before finally taking off on the long cruise. If you are starting from Boston, for example, you should be able to get your boat to Cape May by early October. Just be sure that you leave your craft with a reliable yard near an airfield during the week. Most of them will take better care of her than you do yourself. If your business is such that you can leave it for a week or more in the early fall, you should be able to get as far as Norfolk. Then return to the office for a few days and go back for another stretch of a week or two.

How big a boat do you need? So far no one has made the trip on two old hot water boilers with leeboards, but people have gone down the waterway on almost every other type of craft. For your own enjoyment, however, your boat should be at least 25 feet long, and 30 is better. If your

Miami News Bureau

The Dinner Key marina and mooring area, on Biscayne Bay just below Miami, is the goal of many southward-bounders

cruiser or auxiliary is 35 feet from stem to stern, you'll be in clover. Regardless of the length, though, make up your mind that you'll always be the smallest boat in the marina. Understand also that numerous great, sleek, twin-screw yachts will pass you every day, turning the galley up-side-down—but you'll be having more fun. You're piloting your own boat, remember?

What about your power plant? If your engine is good enough to get you around in the summertime, it will get you to Florida. Coddle the old thing a bit before you leave. Install a new fuel pump, coil and points, and the chances are good that you will be towing the twin-engine boys in at night. The secret, if there is one, is to take it easy. You're in no rush. Any good marine engine will go on happily working for you, provided you leave it alone and don't mistreat it.

How expensive a trip is it? That depends entirely on your own particular tastes. You and your wife can make the run from Boston to Palm Beach in a single-engine boat, taking five weeks to do it, for as little as $450. Chances are it will cost you less than it would to stay at home. A rough rule-of-thumb at present prices is about $100 per week to cruise the waterway. We are talking about minimums here because, of course, there is no limit to what you can spend if you make up your mind to it. You can hire cars at every port and go out for dinner every night and run up quite a bill. Or you can stay on your boat and dine snugly in the cabin and visit around with the other characters after dark. This trip to Florida is probably the longest, boatiest cruise you will ever make, so take advantage of it. Remember, you can eat on shore every night when you get home.

Gasoline will cost you about 30¢ a gallon, figuring that your wife has the patience to claim the tax refunds in states where that is allowed. To propel the writer's 30-foot cruiser

Sterlings

Eau Gallie Yacht Basin, off the Indian River, is a popular port of call on Florida's East Coast

Ricou

The Anchorage Boatel, at Stuart, Fla.

Fla. News Bureau

On the West Coast, Clearwater Marina attracts many cruisers

at eight knots from Portsmouth, N.H. to Eau Gallie, Fla. in a more or less direct line required 663 gallons of gasoline during the fall of 1955. The engine was 95 horsepower. Oil cost around $6. You can figure roughly your own requirements from that.

How about equipment? This may surprise you, but you will need less boat equipment for the voyage south than you do for summertime cruising in the north. You can leave the dinghy at home, for one thing. You'll tie up at marinas every afternoon, and if you should anchor out for a night you can fish from the cockpit. Go easy on the amount of anchor line that you take along. The chances are you will never use it, but if you do, the water below Sandy Hook is seldom more than a few feet deep. An unpainted anchor in Florida stamps you as a member of that tough, hard-bitten northern crowd that can survive without a dockside 110-volt light cord and water connection. The point is, you'll be able to run faster if your boat is not loaded down with unused gear.

Once you have begun this voyage you need never be without facilities for 110 volts and fresh water at your berth. Make sure that your cord is heavy enough to carry a rotisserie, an electric heater, your wife's heating pad and curling iron, as well as half a dozen light bulbs, a television set and a small washing machine. This is the type of gear that counts on a southern cruise. Most people, however, put off buying television until they get to Charleston.

Nearly all docks and marinas have showers. You can tell which ones have by looking in the "Waterway Guide." If you see the word PWETS (pronounced pwets) after the name of a marina, you will know that it has a phone, water, electricity, toilets and showers. As you grow more experienced you will ask automatically, whenever a marina is mentioned, "Does it have pwets?" If it doesn't, sail on.

Don't grumble about the showers you find along the waterway. Life is too short. Water is water and soap is

(*Continued on page* 108)

Warren

At Annapolis, water came over the docks in a blow in '55

HURRICANE HOLES GOING SOUTH

For Just In Case You Need Them

By JIM EMMETT

IF YOU'RE GOING to cruise to Florida this fall, in all probability you'll be hurricane-conscious. Although you'll be travelling during the tail-end of their season, anything can happen, and often has, particularly along those Carolina coasts.

Actually you can be as safe, perhaps safer, than if you had stayed at home. For one thing, the very nature of the country can make the difference, because of: marshes and sand country as against rock farther north; plentiful shelters; usually plenty of room for all in the event of a bad blow; the respect with which any warning of a serious nature is treated down there.

Once you've reached the head of the Chesapeake safely, there is no reason why you should get in trouble there. As far as Morehead City, even the fellow with deep draft can easily reach safe shelters. But below Morehead good and bad stretches alternate, with the draft of your boat an important factor. Farther on down, you'll be travelling sections which have never experienced a major blow, but where hard fall gales can cause anxious moments. The comforting factor, however, is that as you move down the season also progresses and danger has diminished.

Early-starting boats of the slower sort are most exposed to danger. For them, any lingering should be done north of Morehead. Then the advancing season will lessen the danger of those doubtful stretches below. Boats which are faster can use their speed to cover bad stretches of the route quickly. But let's consider each section in turn.

Chesapeake Bay

Several bad blows experienced here in recent years have proven the safety of most of the marinas and yards. This means you can, if you must, safely leave your boat in reliable care, go back home, and return later. The bay has innumerable sheltered by-waters where yards and fuel docks enjoy perfect natural shelter. Even the major harbors have tributaries or connected creeks. In selecting your place, follow your own good judgment based on the location and condition of the dock and the apparent capability of the owner and his help. If you don't like where you are, you can always find yourself a better hole; go up literally "into the woods" should a bad blow threaten, generally without any open water running being involved.

Going by the records, no boat (with the notable exception of that cruise schooner), has been caught between shelters of recent years. Shelters are close together, easy to get into, and warnings here on the Bay have been efficient.

Norfolk to Morehead City

You can be relatively safe along this stretch, too. The Hampton Roads area, however, always gets the first and worst effects of any strong wind and accompanying high water. Ten miles or so below, one has two perfect choices. On either of the two routes, the Dismal Swamp Canal or the Virginia Cut route, the aim should be to reach the shelter of the canal or cut itself.

On the Dismal Swamp route, once you're inside the north-end lock, you'll be free of high water or swift current. In a hard chance, I'm told, you might even be allowed to tie up in the big lock chamber itself. The power would be cut off to make the lock inoperable. The canal itself, and the winding river below to Elizabeth City, are both practically hurricane-proof, protected by high trees. When you reach that city with its several good docks you'll be advised, should a bad blow be threatening, by the broadcast predictions either to remain or to retrace your route back up the river. From Elizabeth City to the headwaters of the Alligator River, some 45 miles, can be classed as a bad stretch, because there's tricky Albemarle Sound to cross.

Your other choice, the Virginia Cut route, affords a safe tie-up at the yard at Great Bridge, only 11 miles from Norfolk. But from there to the Albemarle the route runs rather close to the coast, cutting through low country with little to break the force of strong easterlies. Down a ways, Coinjock is a safe tie-up, but for only a few boats. Beyond, just before this route's crossing of

Albemarle Sound, safe shelter can be found even for deep draft boats, up Broad Creek. It's partially shown on your chart, just to the west of the Waterway.

Whichever route you've followed, your first across-the-Albemarle shelter is Little Alligator River, just inside Alligator River itself. Inside the entrance is a popular overnight anchorage, but

Schumacher

Local boats tie up with plenty of lines and chafing gear

open to the northeast. Craft of up to five feet draft can follow the winding, unmarked channel to the deeper and well-sheltered upper stretches. At the head of the Alligator, in the final mile or so before entering the Alligator River-Pungo River Canal, right off the channel, are several deep-enough holes which boats have found safe during past blows. The canal land cut itself could be used in an emergency, as could several others north of Morehead. *Fig. 1* here explains the approved way of mooring in these.

Belhaven, the usual mid-stop, while perfectly safe in ordinary high winds, had its docks badly damaged by recent hurricanes.

Considering this stretch as a whole, Albemarle Sound is your dangerous

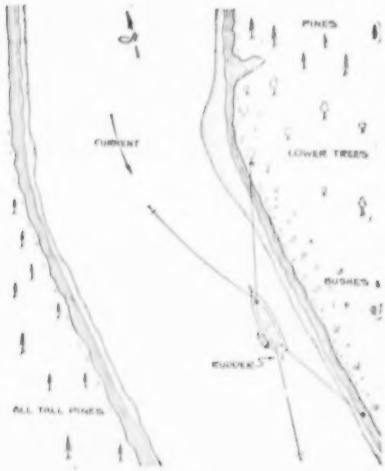


Fig. 1

Mooring along a canal bank, using trees or piles and anchors. Leave the channel clear. Rudder and tidal current will help hold her off the bank

water. Another place to be respected is the Neuse River, particularly its Maw Point rounding. For the great part, though, one is never far from some suitable tributary creek with wooded shelter. In any of these anchorages, be alert for stumps and submerged obstructions within range of your swinging. And you'd better buoy your anchor.

Morehead City to below Little River

While Morehead's Municipal Yacht Basin, unlike the town's front docks, has come through recent bad blows nicely, the reverse could easily have been the case. The local advice at such times formerly was to run back about ten miles to a safe tie-up or anchorage in either Core Creek Canal or Adams Creek. Last year, however, a real hurricane hole for the section was opened up by dredging a seven-foot channel

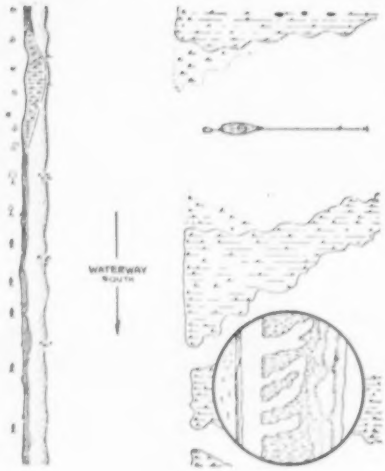


Fig. 2

Anchor in a creek just off the waterway, where the mud is soft. If she grounds, abnormally high tides following a gale will help float her

into Peltier Creek. Shown on your chart about a mile west of the town, this channel leading directly from the Waterway should be properly buoyed by now. Inside, there's deep water in all of the creek's three fairly high-banked arms, and a good yard and other docking facilities.

Otherwise, Morehead City is where the nature of the route changes for the worse. The stretch of 120 miles to Little River can be a bad one in which to be caught. The Waterway here is never far from the ocean beach. The land side is moderately high and wooded but you are separated from the Atlantic by only slough-cut marshes and low sand dunes. Tie-up places are close to small inlets and vulnerable to blows. The only tributary stream worth considering is the Cape Fear River, and then Little River itself.

For the Southport vicinity the usual

Fig. 3

A safe mooring at the head of a creek, where no one will pass. Bed the anchors deep in the expected windward quarter; use trees or driven stakes for the other lines. Try to hold her in the deepest water

local advice is either to run up the river to the shelter of the big-boat docks at Wilmington, or follow on down the Waterway to Little River or below. Snows Cut, formerly considered a hurricane hole for this section, proved anything but an adequate shelter during past blows. On the other hand, nearby Carolina Beach Municipal Basin, despite its closeness to the beach, turned out to be quite safe.

Below Southport there is a land cut with quite high banks. Or before reaching it, there's Dutchmans Creek, usable for up to six-foot draft.

Otherwise, to use the creeks and small rivers along this stretch, local knowledge is definitely required. Very shallow draft craft are taken to shelter up these, but generally depend on the help of the rising water. Then, with their marshy borders flooded, even the natives have trouble in finding the deeper channel. Even with a cruiser of ordinary draft you run the risk of getting badly aground. With the outlying marshes covered and the protecting sand dunes broken through in places you'd be pretty much a sitting duck for whatever else is coming. In such a case I'd rather take my chances at anchor following the approved procedure for such an emergency as shown in *Fig. 2*.

Once the lower end of this stretch has been reached, some good anchorage up Little River would be preferable to riding out a bad blow at the village docks. Use the river itself, above the Waterway's crossing: those side arms off the channel below, although shown as having good water, are mostly badly shoaled. Better still, keep on for the long land cut only a few miles below. This is landlocked by high wooded banks for its entire length to the sheltered headwaters of the Waccamaw River. During recent blows, boats at Briarcliffe Yacht Basin, not far from the

northern end of this cut, came through unscratched despite bad damage along the beach here, only a mile away. Nor did those at Bucksport at its other end suffer at all.

To St. Simons, Georgia

This is a long stretch of country where one is not liable to get in trouble, with good anchorages plentiful for average boats and not too hard to find for really deep draft. This is mostly low country, of course. Particularly as you get on down, land cuts are too low-banked, too hard to keep in, to be considered. Up the small but deep-enough rivers and creeks tributary to the Waterway route are the best bets. As a general rule, their land side or upstream stretches lead among patches of higher wooded ground, with some deep bend as the logical spot. But don't trust your chart implicitly as to the depths. Sound your way, favoring ebb tide bends and, if you can, trying them on a low but rising tide, as you would in exploring any strange tidal country stream. Finally, get settled properly in your stop. *Fig. 3* shows a sensible layout for riding out a bad blow under such conditions.

The more usual tieups along this stretch – Georgetown, Charleston and Beaufort – have the faults of any city location when it comes to riding out a major disturbance at their docks or basins. However, you are in a country that has learned to live with these tropical storms. Good local advice can be trusted, I have found, and precautions, although sometimes seemingly needless, should be heeded. Best of all, folk here help strange boats, and, as I've said, good shelter is plentiful. Georgetown's hurricane hole could be up adjacent Black River, a lovely, winding stream with deep water. Charleston's Wappoo Creek, in its wooded bends right off the waterway route, is as good as any. Beaufort, with an exposed town waterfront, has its marked creek, immediately above the bridge.

It should be remembered that the lower end of this stretch, the final 75 miles or so to St. Simons, has no yacht facilities. Good anchorages are plentiful but mostly quite isolated.

To Central Florida

St. Simons, below the bridge where the yacht docks are, is exposed. However, good shelter can be found in the river immediately above; even better farther up on what's shown on your chart as the alternate route. The latter is unmarked but deep and easily entered, with its higher wooded bank towards the ocean and a good semi-public or yacht club dock a short distance up.

Supposedly, this stretch from around Brunswick, Ga., to say Ft. Pierce, Fla., has never had a major blow. Pin the local folk down, though, and they'll admit to having occasionally experienced 90-mile winds. And this, although claimed to have been of short duration, is enough for me. Mostly, they've done flash damage ashore, not bothered boats at the various basins and docks. Despite that, I would not care to be caught at the docks at either Fernandina or St. Augustine. Otherwise, judge a dock as safe or otherwise according to the usual standards. Apart from location or protection and condition, perhaps the most important point is the height of tie pilings. Here, as all along the Waterway, a serious blow is likely to mean a seven-foot-above-normal high tide. Overriding pilings is a high-sided modern cruiser's worst hazard in riding out a bad blow at any strange dock.

Emmett

It pays to stay aboard and tend lines

Schumacher

Pick a dock where the boats are well tended

Lower Florida

For here the consoling thought could be that the worst of the hurricane season is past. However, if you have made it earlier than usual the best advice is to watch and follow local procedure. Boat owners and dock and basin folk of each locality have been well drilled in what to do. Although this section has been fortunate of late, any warning is really heeded. Despite frequent false alarms, boats are readied or moved well in advance. The upper part of the Waterway's stretch here has proven, deep, mangrove-lined hurricane holes. Lower down, reliance is put on the several large rivers and the deep-enough drainage canals. In the Miami area, for example, shelter is sought up the Miami River and Little River.

On down, around Dinner Key, boats leave the big basin and the yards to go up the Coral Gables Canal. Such waterways run deep to the bank and the general rule is to secure yourself there in a way that won't impede traffic. Or, in case of a fixed bridge, cruisers that can get under will go on up, leaving space below for those that can't. By the same token, any deeper stretches or spots are left for the larger sailboats. Even the police and those ashore try to help boat owners at such times. As I said at the start, you can be as safe, perhaps safer, than if had you stayed at home.

"Mercator," a three-masted barkentine from Belgium, is 250' l.o.a., 190' l.w.l., 36' beam and has a sail area of 13,566 sq. ft. The start of the race (below). The schooner (at right of center) is the 699-ton "Creole"

THE TALL SHIPS RACE ⚓

A UNIQUE EVENT which brought back memories of the "golden age of sail" to the many spectators who saw its start was the 780-mile Tall Ships Race from Torbay, England, to Lisbon, Portugal, starting on July 7th. The 20-boat fleet ranged from the 321-foot Portuguese bark *Sagres* to the Italian 43-foot *Artica II*, the smallest boat in the fleet and the winner on corrected time (see the August issue of YACHTING). First to finish was the Argentine Naval Academy entry *Juana*, a 52′ cutter. Her time was 5d., 19 hr., 28 min.

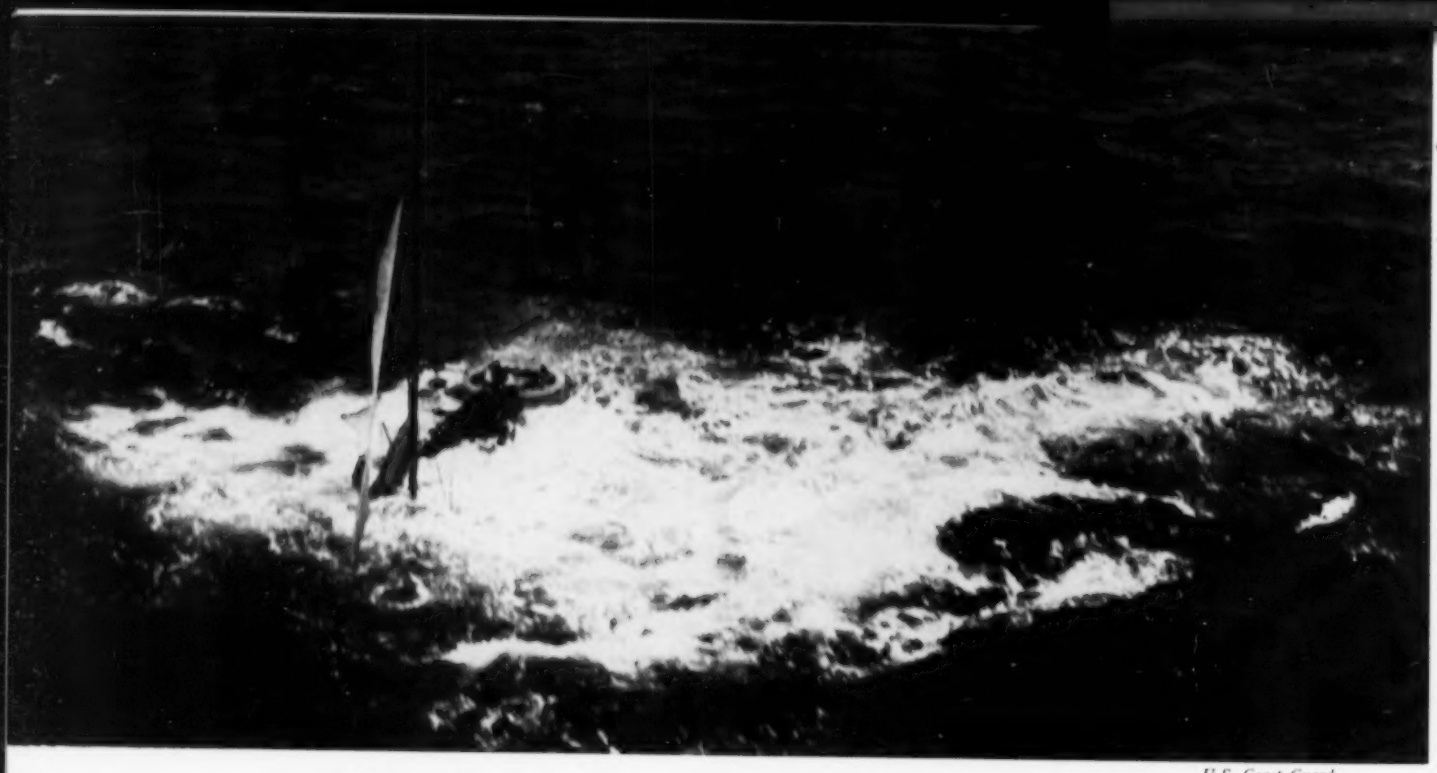
The Large Class consisted of full-rigged ships, barks, three-masted barkentines, a three-masted schooner, and even a 95′ l.o.a. ketch. Most of the vessels in this class were training ships manned by cadets.

Beken & Son Photographs

The 138-foot Danish entry, "Georg Stage," with the "Mercator" and the Swedish "Flying Clipper," 196′ l.o.a., astern. The latter, a three-masted topsail schooner, was formerly Lord Brassey's famous "Sunbeam II"

The full-rigged ship "Christian Radich" placed second overall. She is 208′ l.o.a. and has a sail area of 12,900 ft.

The largest ship in the race was the Portuguese "Sagres," a 321′ l.o.a. three-masted bark (right). Her sail area is 23,865 sq. ft.



U.S. Coast Guard

"Elda" hung for six hours between two coral heads, now under water, with her after deck awash

LESSONS FROM THE "ELDA" WRECK

(Editor's note—For readers who may have missed the Bermuda Race story: Mr. Wise's 46-foot sloop "Elda" was wrecked on an outlying coral patch near North Rock while approaching Bermuda at night, due to a combination of navigational complications. With her starboard bilge torn out by the impact, she hung, bow under and stern awash, between two coral heads, with her crew clinging to lines secured to her backstay, for more than six hours, until a lookout ashore spied her mast and headsail long after daylight. All hands were then saved by joint air and small-boat action. Mr. Wise's letter not only corrects some early misunderstandings, but should help sailors avoid some of the mishaps which perilously delayed the rescue of "Elda's" crew.)

Editors, YACHTING:

HANK DUPONT and Harvey Conover suggested that I write a report on the loss of the *Elda* with the idea that it might help to avoid such things in the future. I also want to correct some misunderstandings before they become established as fact.

In your August article, you suggest that we were unable to get the life raft clear of the deck. Would that such had been the case! Our rubber life raft was under our dinghy and held in place by it. When the lashings were taken off the dinghy, no one held the life raft and a large sea in some manner, smashed the dinghy and carried the life raft overboard. This was not noticed, in the swirling foam, until too late to retrieve it. Right here, I have a constructive suggestion for all boats—something I learned a long time ago and failed to do. In addition to having a life boat or life raft lashed for normal transportation, it should have another line securing it to the boat yet long enough to permit launching of the dinghy or life raft (*in Navy parlance, a sea painter*). Until we adopted this practice in the Air Force, we had many life rafts launched and blown away or carried away by the seas before anyone could get into them.

Our distress flares were not soaked nor were our Very pistols damaged. In accidents I have read about where boats have caught fire, most of the fires started either in the galley or in the engine compartment. Therefor, I carried my life jackets in the forward cabin where they were accessible through the forward hatch as well as from below, and, at the same time, farthest from either of the aforementioned sources of fire. I carried my No. 1 Very pistol and its 12 rockets or flares in a locker in the head, with an additional Very pistol and one flare aft by the companionway.

Everyone except Pitney and I were topside when the boat struck, and Pitney immediately went on deck. The whole starboard after part of the cabin right by the companionway was smashed in. Things were crumbling so fast below that I dared not ask anyone else to come below to try to get anything. I immediately went forward and started handing out life jackets through the hatch. By the time the seven jackets had been handed out (it later turned out in the darkness I handed out the roll of signal flags thinking it was a life jacket) the whole forward part of the boat was flooded. I got into the head and got my hand on the case containing the No. 1 Very pistol and rockets, but had to let go in order to get out without being trapped as the forward part of the boat sank.

Thereafter it was so rough that it was impossible to get back down into the boat. Later, when the seas had gone down and we returned to the boat, we removed this Very pistol and the rockets, which were found to be all right. The other Very pistol could not be gotten out or fired because of the damage done by the reefs immediately upon contact.

I wish I could suggest a safer way to stow Very pistols and rockets. Having them on deck would be no answer in this case, because they might very well have been knocked overboard before they could have been used.

I do think that the old-fashioned carbide type water light attached to at least one life ring should be made imperative for all races, day or night, Long Island, Chesapeake Bay or ocean. The little electric water lights might be sufficient to get a man back on board on a nice calm, dark night. Although I had two brand new electric water lights on the boat and these had been checked by me personally each night, they were useless for attracting any attention, and, in fact, failed almost immediately. I realize the Coast Guard's objection to the carbide light on the ground that it

(*Continued on page* 106)

There are innumerable things to be taken ashore

DECOMMISSION DAY

The First Mate Helps Put the Boat to Bed

By FLORENCE P. KERN

Illustrations by Phil Hustis

AT Phil Norton's boatyard in Edgartown, a beach boat is on the ways, sea water dripping from a mossy bottom. Deserted mooring cans bob in a deserted harbor. *Quinta*, they say. And *Pretty Marie*. And *Armata*. And *Mr. Siskin*. And *Sans Souci*. The sea is lazy; the sun is bright and hot, but New England knows that it is time to put the summer boats to bed. When the sun goes down, there is winter in the early darkness.

We are sad aboard *Alised*, the 35-foot auxiliary sloop on which we have lived and sailed all summer. There is the matter of school, and shoes, only a day ahead; of a house, and an office, and the telephone, and the furnace, and the PTA. Much as we love friends and family at home, today is not a looking-forward time. Even the perennially cheerful 11-year-old is pensive as he tosses a pancake to a hungry gull.

"Tomorrow," he says, "there will be nobody here to feed you."

This is Decommission Day on *Alised*. It is time to leave our summer port, Edgartown, and head across Nantucket Sound for winter quarters at Falmouth where we leave the boat and drive home.

The Skipper says that decommissioning begins when the boat is launched in the spring. "As soon as the boat is in the water, I am aware of things that I would like to have done when she is hauled." He keeps a list in the back of the log. It begins to grow before we have finished fitting out. Level the boottop. Raise the main boom so that there is ample clearance when we carry the dinghy on deck. Put a new bumper on the dinghy. Use anti-fouling paint on the white boottop. Varnish the boom crutch.

Some of the jobs we do, or have boatyards do for us, as we jog along in the summer, but the list is invariably long when we put into Falmouth in the fall.

List-making goes on all summer

We know from experience that summer is the time to write down what we want done. Once we reach home, other problems will make us forget the splintery board in the cabin sole, the hatch cover that binds, the bent fitting on the forestay.

Most important of all is a reminder that isn't on the list. After years of learning the hard way it is written in our heads in big, black letters: TELL THE BOATYARD NOW WHAT YOU WANT DONE TO THE BOAT. DON'T WAIT UNTIL SPRING.

The list serves another purpose. It reminds us of decommissioning tactics we may have neglected in past years. The Skipper reminds himself to wrap his tools in newspaper, to check the fire extinguishers to see if they need refilling; to take the batteries out of the anchor light, the direction finder, the flashlights.

My own list has a more domestic flavor. I want a new stove, or new burners for the old one. I want shoebins built in some precious space going to waste at the back of the hanging lockers. The icebox needs a new latch. The galley could use a coat of paint; the icebox top a coat of varnish. "Make sure there are no bottles left in the bilge compartments," I wrote, after cleaning up the remains of a forgotten gingerale bottle in the spring. And now, in Edgartown, "Be sure to let the Edgartown harbormaster know when and where we want our mooring next summer."

The gulls have been helping me and our two in crew, Alison and Edward, decommission the icebox and breadbox. Ever since breakfast one gull has been swimming astern, a sharp yellow eye watching us. When Alison tosses him some stale cookies he signals his friends that the picnic has begun. Out of nowhere they appear—30, 40, 50 of them—sleek gray and white adult gulls, plump youngsters with mottled brown feathers. In no time at all the icebox and the breadbox are empty.

"Remember the one-legged gull at Nantucket," reminisces Alison.

"And the white swan at Cuttyhunk," says Edward.

"And the way the gulls at Boothbay fought over the angel cake Mom dropped overboard by mistake?"

"And the seals we saw at Portland?"

"And the whales off Gloucester?"

"And the little bird that landed on the deck the last time we sailed to Nantucket?"

If we are to catch a fair tide to Fal-

The gulls love Decommission Day

mouth, there is no time for lengthy farewells. Alison has been ashore in her dinghy to call for the mail at the Post Office. Edward has been ashore in his dinghy to collect the swim fins he left at the Beach Club. He has returned with swim fins, a broken oar, a piece of pipe, a rusty pulley and facial evidence of an ice cream cone. Now he helps the Skipper hoist his dinghy on deck. Alison ties her's astern, and snubs the painter short so it will not get caught in the propeller. The tide is fair; the wind southwest. With main and jenny we should be in Falmouth by noon.

"Goodbye, Can 9," chants the cabin boy. "Goodbye, yacht club, and Ernie and Nelson, and the club launch. Goodbye, Town Dock and Chappy ferry. Goodbye, lighthouse. Goodbye, Flasher Four."

The Ferreiras give us a hail from their erstwhile garbage boat. Now there is no more garbage to collect in the harbor, and they have declared a holiday to go fishing.

Edgartown becomes a toy town, with toy churches and houses, a toy water tank. The Skipper wants me to take the

Dockside spectators are no help

tiller while he fixes something up forward. It is wonderful on deck. When my trick at the tiller is over I am tempted to stretch out in the sun, but there is too much to be done below decks.

With *Alised* heeled over, cleaning out the clothes lockers and packing duffle bags requires timing and the cooperation of the Skipper.

"Please don't come about, Boss, until I get this mountain of clothes off the port bunk."

"Better be quick," he says. "If I don't tack soon we'll pile up on Squash Meadow."

Peering down at the gear I am packing the Skipper wonders aloud why I don't leave some of it on board: his heavy weather clothes, for instance, his Navy jacket, and Edward's skin-diving equipment. Has he ever heard of moths and mice. I counter, and what if he goes cruising in the Bahamas in the winter, and doesn't he remember that Edward wants to take skin-diving lessons in the Y pool?

Truth is, I like to take home as much gear as possible. Cleaned, fixed, weeded out, sorted, much of it goes into cardboard cartons and is ready for fitting-out time. Clothes left aboard acquire a coating of boatyard dust and a musty scent that isn't pleasant to live with the following season. Besides, who wants to come on board in the spring and be confronted with an array of last summer's clothes, torn, dirty and faded?

Once we have picked up a mooring off MacDougall's dock in Falmouth harbor, the real business of decomissioning begins. Sometimes we decommission dockside: sometimes on a mooring. Both have obvious advantages and disadvantages. Dockside, it is easier to unload, but on a mooring there is less jumping on and off the boat, hence less dirt and dust tracked on board. And there are no spectators.

Usually we don't mind dockside spectators but during the rush to get the boat to bed there is little time to answer their endless questions. Yes, the boat has a keel. Yes, we live on her. No, we don't often get seasick. No, it isn't damp in the cabin. We're sorry but we don't know how tall the mast is. Yes, that is our stove. It swings because it is in gimbals. Yes, we have an icebox. No, it isn't an electric icebox. We use old-fashioned ice, the kind that comes out of an icehouse. The funny thing on the forward deck is an anchor, a Danforth anchor. The funny thing on the stern is a taffrail log. Yes, the children like living on the boat. No, they don't get bored.

Though decommissioning on a mooring provides privacy, it means more work for our crew. Both dinghies are pressed into service and the children make countless trips ashore. They take the empty soft-drink bottles ashore and collect the bounty. They go to the boat locker and bring back the empty cartons we left there in the spring. They make trips to the rubbish bin. They take the Skipper ashore so he can find Hume and discuss the winter work. They take me ashore so I can taxi to town and retrieve the station wagon that has been in dead storage for two months.

Once the car is at the dock, we soon fill it with duffle bags and cartons. It always amazes me to see how much personal gear we have managed to carry on *Alised*. The station wagon bulges. It takes the station wagon, the boat locker, the sail loft, the spar loft, the dinghy shed, the battery shed, the outboard motor shed to house all the equipment that must be taken off *Alised* before she is hauled on the ways.

Cockpit cushions, mattresses, batteries, dinghies, life jackets, life rings, fire extinguishers, oars, sails, fishing tackle, spars, anchors, rigging—all these will go ashore before *Alised* does. Fortunately for us, our work ends with clearing out the personal and household effects, and removing the sails. After we leave, the MacDougalls will take care of the rest.

Since boating has become such a popular sport, it is wise to make your winter reservation at the boatyard well in advance—the previous spring is not too far ahead to book a berth for the winter. It is, it seems, quite a headache to arrange storage space for big boats and little boats, for sail boats and power boats, for boats that must be launched early in the spring, and boats that may not be launched at all. There is also the important matter of insurance to be considered. A boat in the water and a boat in the shed are two different propositions in the eyes of the insurance underwriter.

Bane of the boatyard's existence is the skipper who waits until Thanksgiving to wire, "My boat is in Nantucket. Please pick her up and put her to bed." Chances are this boat is a shambles of dirty dishes, fouled lines, rust and barnacles when the boatyard crew takes her in tow.

While I am busy below decks the Skipper keeps busy topside. Some of his activities are as mysterious to me as mine are to him. I think the Skipper dawdles a little, relishing the last hours on deck under the blue, blue sky. Probably he thinks the same of me, down in the cabin.

"The station wagon bulges"

We hail a dinghy but get no reply. The dinghies are tied up at the float, and our two in crew have jumped ship to go sailing up and down the harbor with a friend. With our transportation system temporarily at a standstill, the Skipper and I take time out to sit in the cockpit and have a drink.

The Skipper has his list in hand.

"Next year," he says. "Roller reefing."

"Next year," I add, "a new sail cover. Dacron and silicone."

"The air horn needs a new trumpet."

"What about a new main?"

"What we really need," says the Skipper, "is a new boat. Just a little bigger than this one."

Three feet more on the water. A foot or two wider. Divided rig. Diesel power. One or two extra bunks. For two years we have been hunting for *Alised II* without success. *Alised (the first)* is hard to beat.

The sun edges down towards the yacht club roof. Diving below, I stand on my head to clean out the can locker. All left-over cans and jars go ashore. Can locker, icebox, cupboards are scrubbed and left open to ventilate. The last piece of ice plops into the harbor.

We wrap the plastic dishes, the glasses, the stainless steel flatware, the pots and pans and leave them on board. Anything that might rust goes ashore—it doesn't belong on a boat anyway.

Bunks dismantled, galley stripped, lockers bare, sails off, we tackle the book shelf. "Leave them all on board," the Skipper says, "except this one, and this one and this one."

"I want the 'Lloyd's,'" says Alison. "I like to look up boats in the winter time. And the 'Cruising Guide.' Let's take the 'Cruising Guide' home so we can read about the harbors we know, and the ones we don't know."

The stack to go ashore grows apace. "We can throw out this year's 'Eldridge,'" the Skipper says. "We won't be interested in tides and currents down home."

"What's he (she) doing now?"

"But I want the 'Eldridge,'" pipes up Edward. "I want to show it to Chuckie."

"And don't forget the log," says Alison. She is keeper of the log.

In the cold months ahead the log will be consulted frequently. "What was the name of the fisherman who helped us fix the motor at Tenants Harbor?" . . . "How far is it from Porpoise to Falmouth Foreside?" . . . "Where were we when Mother fell out of the dinghy in her best clothes?" . . . "What was the name of the boat we raced off Provincetown?"

Alison has kept the log tersely, wasting no words:

"Barbara and Pres came aboard. Small craft warning up. Stayed in port. Hacked."

"Shopped. Got ice. Powered to Hadley's. No breeze. Swam."

"Mom emptied the dust pan upwind *again*."

"Following sea. Thirty-mile breeze. Reefed the main. Tanker passed us. Rail under. Anchored in Smith's Cove. Went ashore for supper in pouring rain."

"Camden again. Still foggy. Climbed Mount Meg—I can't spell it. Saw a burro."

Packing the log takes time. It is a temptation to reach back through its pages to the hurricanes of 1954 and the hurricane alarms of 1955, to the night in Hadley's when the Northern Lights were bright as fire and "Mom saw a stove she liked on *Gannet*," to the day a can of tuna fish jumped out of a cupboard onto the engine and short-circuited the spark plugs.

Once the log is packed the work goes faster. All the books left on board are left in plastic bags. We leave the binoculars on board too, and the telephone, and the radio direction finder. In some unprotected yards, it is not wise to leave such things aboard but at MacDougall's there is no pilfering. We like to cover this equipment, as well as the clock, the barometer, and the small compass mounted in the cabin, to keep out the boatyard dust.

I have seen cockroaches on boats we chartered long ago and I would not like to see any on *Alised*. We try to leave not so much as a crumb of food to tempt them nor do we leave any pillows or rags that might make winter quarters for mice or moths.

Before we leave the boat, Hume MacDougall comes aboard to talk over the winter work. We produce our lists and go over each item. There is much talk of carburetors and spark plugs and timing and propellers—much of it far beyond me, though I do my best to listen and learn. I suppose every first mate who sails alone with her husband, or with her husband and young children, sometimes wonders what happens if the Skipper is suddenly taken ill or hurt on a cruise in some remote quarter, and she is obligated to handle the boat alone.

Once we have finished talking about *Alised*, it is pleasant to sit in the cockpit with Hume and discuss the other boats in the harbor. The sun is edging down towards the horizon. The children and their friends are now playing tag in four dinghies. They are still barefoot, still in shorts and t-shirts. A reminder that it is time for them to come aboard and get dressed is greeted with groans.

"Do I *have* to wear shoes?" asks Edward.

"Do I *have* to wear a dress?" asks Alison.

It is a major manoeuvre to clean them up, shoe them, dress them in what they call their "store" clothes; and then to shed our dungarees and make ourselves what my mother calls "presentable." I brush the cabin sole once more, and once more throw the dust into the wind.

"Mom," sighs Alison, "will *never* learn."

Alison has packed all her possessions carefully, but the cabin boy, as usual, has left everything to Mom. "Don't forget to take the oarlock I found at Boothbay. You can leave my old swim fins on board but take the new ones. And don't forget *Nautilus II* and the Black Pearl," he commands.

Nautilus II, a decked-over cigar box, has been with us for two years. This summer it has been, in turn, an aircraft carrier, a submarine, a sport fisherman and a schooner. Right now it resembles a cross between the Texas Tower and Noah's Ark. *Nautilus II* has sailed and sunk in a dozen harbors from Nantucket

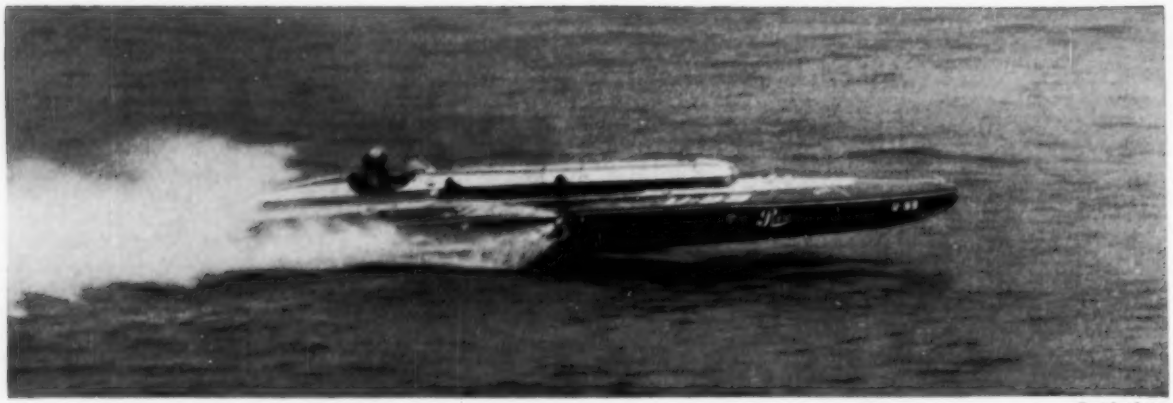
"Mother will never learn"

to Monhegan. Now it will go home to New Jersey for repairs. Like *Nautilus*, the Black Pearl, a shiny black stone from Wauwinet, has traveled for two summers on *Alised*.

"I might leave the Black Pearl on board," says the cabin boy, "but I think I'd rather take it home. I like to feel it in the winter time. It reminds me of summer and sailing."

Alison unfastens the flag halyard and lowers the Edgartown Y.C. pennant—what is left of it. Edward has to shimmy up the mast as far as the first spreader just once more. Then, at last we are all in the dinghy and the water widens between us and the game little boat that has been our home and our magic carpet all summer.

"Goodbye, *Alised*," the children chant. "See you next year."



Smith photos

"Miss Pepsi" appeared to be the victor after "Thriftway's" disqualification, but protests raised doubts as to the outcome

GOLD CUP WINNER IN DOUBT

Court Action and Protests Hold Up Decision

By W. MELVIN CROOK

FINAL RESULTS of the 49th Gold Cup contest may not be known for 60 days after the running of the event on the Detroit River on Sept. 1. A court action instituted by challenger Horace Dodge and half a dozen protests filed by competitors have placed in the deep freeze of doubt the official scoring of the hottest competition ever developed in quest of the famous old urn.

Dodge obtained from the Circuit Court, County of Wayne, Mich. a show cause order which seeks to have the American Power Boat Assn. declare the event "No Contest." His contention is that the qualification period was improperly extended past sun-down of the night prior to the race.

The most time-consuming protest, in the hands of A.P.B.A's Inboard Racing Commission at this writing, alleges that the local race committee erred in disqualifying the apparent winner, *Miss Thriftway*, for striking a course marker in the final heat. Others of the protests may also be appealed to the I.R.C. which has two months in which to render its final decision.

Fifteen boats posted qualifying speeds in excess of the minimum 90 m.p.h. and an additional few failed to make the grade for various reasons. Highest speed for the required three-lap qualification runs was the 108.16 m.p.h. chalked up by Jack Schafer's *Such Crust III*, but shortly before the start of the first heat *Such Crust* had to be withdrawn because of mechanical damage.

Just prior to starting her preliminary laps, Stan Sayres' world-record-holding *Slo-mo-shun IV*, three time winner of the Cup, was destroyed when she capsized at about 140 m.p.h. The accident sent driver Joe Taggart to the hospital with serious fractures of arm and leg.

Drawn by lot as Group A—to run in Heat 1, Sec. A and Heat 2, Sec. A—were the following (qualifying speeds in parentheses): From Detroit—Joseph Schoenith's Staudacher-built *Gale V* (107.784) and *Gale VI* (99.94) with Bill Cantrell driving the *V* and Lee Schoenith the *VI;* Roy Dossin's Staudacher hull *Miss Pepsi* (98.97) piloted by Chuck Thompson; and Frank Saile driving his own Arena creation *Miss Wayne* (102.15). From Seattle—Bill Muncey at the wheel of *Miss Thriftway* (106.73), the Jones-Staudacher hull owned by Willard Rhodes, and *Maverick* (105.69), another Jones-Staudacher job, belonging to Wm. Waggoner and driven by Bill Stead. All used Allison power, *Gale VI, Pepsi* and *Wayne* having dual engines.

Heat 1, Sec. A was started with the Detroit River in an unusually placid mood. Chuck Thompson had *Pepsi* "in the groove" and led the field over the line on the inside. Following him came *Maverick, Thriftway, Wayne* and *Gale VI* in that order. *Gale V* was unable to start. *Pepsi* came out of the first turn with 100 yards of lead and held this margin to the end of the first lap. Chuck's speed for the first three miles was 94.612 m.p.h. Trailing at this stage were *Thriftway, Gale VI, Maverick* and *Wayne*.

Pepsi continued to increase her lead and the positions of all boats remained unchanged through the eighth lap. *Maverick*, carrying a heavy load of bilge water, found herself lapped by *Pepsi* on the eighth go-around. This was too much for Stead who re-passed *Pepsi* with ease to remain on the same lap with the leader.

On the ninth backstretch *Maverick* passed the rough-riding *Gale VI*. Thompson's charge completed the 30-miler at an average of 91.525 m.p.h., almost two laps ahead of *Wayne*. *Pepsi* was followed over the line by *Thriftway, Maverick, Gale VI* and *Wayne*, in that order.

The B group, drawn to run in the second sections of the first two heats, was made up of three Detroit craft: Joseph Schoenith's *Gale IV* (99.83), a Staudacher product driven by Roy Duby; George Simon's *Miss U.S. I* (97.97) built by Arena and driven by Fred Alter, and *Miss U.S. II* (100.9) another Staudacher, driven by Don Wilson. Seattle had two challengers: Rooster Tail Inc.'s Jensen-built *Miss Seattle* (105.06), handled by Norm Evans; and Russ Schleeh at the wheel of William Waggoner's Jones-Staudacher *Shanty I* (108.138). Lake Tahoe, Cal., was represented by J. Philip Murphy's *Muvalong* (97.38), a Staudacher craft steered by Jay Murphy. All had single Allisons.

Heat 1B was started in the face of an impending squall. *Shanty*, which lagged at the start, drove through the tightly-packed fleet and out into the lead at the start of the first backstretch. The ensuing mile was a spine-tingling part of the contest as *Shanty, Gale IV* and the two *U.S.* boats ran closely packed and at nearly the same speed. At the end of each of the first three laps the order of finish was *Shanty, Gale IV, U.S. I, U.S. II, Muvalong* and *Seattle*. Then Alter in *U.S. I* made his move. On the fourth round he overhauled first *Gale IV*, then *Shanty*.

At this point heavy rain commenced. In the ensuing confusion *Miss U.S. I* missed a buoy and suffered damage

which eliminated her for the day. *Muvalong* also dropped out for good. The race was stopped on the seventh lap because of the weather conditions. After a long huddle the officials decided that the rules governing such a stoppage were unworkable and ordered the section re-run.

Muvalong being unable to start in the re-run of 1B, *Hawaii Kai* took her place. *Miss Seattle* led the pack at the start, followed by *Gale IV*, *Shanty* and the *Kai*. *Miss U.S. I* was unable to start and *Miss U.S. II* cut the 1,000 ft. safety marker and was disqualified. Coming out of the first turn it was *Shanty* closely pursued by *Gale IV*. Duby worked the *Gale* close to *Shanty's* stern going into the second turn, and as Schleeh steered for the middle buoy, *Gale IV* took a horrendous hosing. She immediately slowed to a crawl.

At the end of the first circuit Schleeh was in front with a lap speed of 99.705, followed by *Hawaii Kai*, *Seattle* and *Gale IV*. They remained in this order until the second turn of the third lap when Kaiser's boat stalled and dropped to last position. Restarted, it ran some very fast rounds and, although two laps behind, the *Kai* passed *Shanty* on the latter's ninth circuit. The order of finish was *Shanty*, *Gale IV* and *Hawaii Kai*. *Miss Seattle* was disqualified for cutting a course marker.

The rules requiring that Sections A and B of each heat be scored together with points awarded according to relative times, the order of position in Heat One became: *Shanty*, *Pepsi*, *Gale IV*, *Thriftway*, *Maverick*, *Gale VI*, *Hawaii Kai* and *Wayne*.

All six of the original A group appeared for heat 2A. Jack Bartlow, driving in place of owner Saile, was first over the starting line in *Miss Wayne*, trailed by *Maverick* and *Pepsi*. *Thriftway* jumped into second spot in the first backstretch and, on the second turn of that first lap, *Thriftway* and *Maverick* treated Chuck Thompson in *Pepsi* to a substantial rooster-tailing.

At the conclusion of the first circuit the order was *Thriftway*, *Maverick*, *Pepsi*, *Wayne*, *Gale V* and *Gale VI*. On the second lap *Pepsi* overhauled *Maverick*, which was again taking water aboard, but Muncey in *Thriftway* staved off the Thompson threat with three consecutive laps at better than 100 m.p.h. *Thriftway* and *Pepsi* lapped boat after boat as the event went on. *Gale V* withdrew on the seventh round.

The Rhodes craft was first to receive the checkered flag at a heat speed of 100.040. After it came *Pepsi* with 98.935. Others, in order, were *Maverick*, *Gale VI* and *Wayne*.

Bill Cantrell substituted for Roy Duby in the driver's seat of *Gale IV* in heat 2B. Others appearing for the start were *Miss Seattle*, *Shanty* and *Hawaii Kai*. *Miss Seattle* had the best of the start, but at the first turn it was Jack Regas in the *Kai*. *Shanty*, which had been moving up fast, went out in front on the first backstretch.

Although she failed to finish the final heat, "Shanty I" had the highest score up to that point

Shanty, *Hawaii Kai* and *Seattle* finished the first lap in that order. But on the first turn of the second circuit Regas again passed *Shanty*. Schleeh returned the compliment by pushing *Shanty* again into the lead on the second backstretch. Coming into the second turn of the third lap, Regas did what others had before and drove too close to *Shanty's* rooster-tail. Thus was ended one of the tightest races in unlimited competition. The *Kai's* washing-down stalled her and she lost a lap before restarting. *Shanty* went on to win at a heat speed of 96.901. The Kaiser boat was second, *Miss Seattle* having again been disqualified by the committee for cutting a buoy.

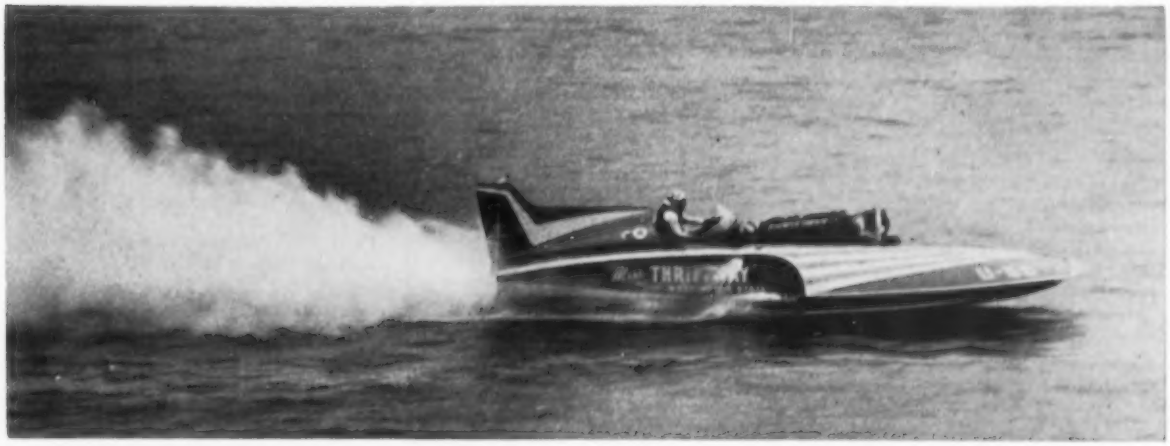
Scoring Sections 2A and 2B as though they were one heat yielded the following rating: *Thriftway*, *Pepsi*, *Shanty*, *Maverick*, *Hawaii Kai*, *Gale VI* and *Wayne*.

Prior to the start of the third heat, scores toted up as follows: *Shanty* 625, *Pepsi* 600, *Thriftway* 569, *Maverick* 296, *Gale IV* 225, *Hawaii Kai* 198, *Gale VI* 190 and *Wayne* 124. *Thriftway* was closest to a heat bonus with her 100.040 while *Pepsi* looked good for fastest contest with a 17 sec. lead over *Shanty* and 27 sec. advantage over *Thriftway*.

Only the six highest-point boats were eligible for the third heat, but as *Gale IV* was unable to run *Gale VI* moved into the vacancy.

Although there were six starters in this final event, the story revolves around but two of them. *Pepsi* was first over the starting line with her two close competitors, *Thriftway* and *Shanty*, back in the pack. But *Thriftway* was the first boat out of the first turn with *Pepsi* close on her heels. As

(*Continued on page* 117)



Originally declared the winner, "Miss Thriftway" was later disqualified for buoy infraction. Her owner protested

FALL AND WINTER PROJECTS

deFontaine

ONCE AGAIN the time rolls around for our annual reminder that the best time to do many fitting-out chores on your boat is this fall, or during the winter. Among the many suggestions for fitting out work contributed by our subscribers last spring were a number that applied to fall and winter work as much as, or more than, to spring activities. We saved them out, and below are some of the best of them. The more you do now, and at home on those snow-bound winter weekends, the quicker and easier fitting out will be next spring.

Autumn Inspection Routine

► After being hauled in the autumn is the time to inspect the hull for signs of decay or weak fastenings—and to make the indicated repairs.

Prime spots for decay are in the forepeak and lazarette, where ventilation is likely to be inadequate, and where small deck leaks often go unnoticed. Go over the stem, clamps, transom, and deadwood aft, then inspect the drainage of the floors and frames and see that the limber holes are open.

Deckhouse sills, hatch coamings and such places should be checked for signs of leaks. It may be, too, that you remember small trickles of water down the inside of the planking, coming from the joint where deck and sheerstrake meet. Another source of trouble is the joinerwork around the ice box—a spot that is particularly difficult to keep dry. The same applies to fittings around the toilet.

An experienced boatyard man can show you how to tell the condition of the fastenings. Often these appear sound on the surface but are in bad condition underneath.

Needless to say, time and money will be saved if decayed parts are routed out and replaced in the fall, instead of letting them go until the spring.

Capt. Elwell B. Thomas,
Stonington, Conn.

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On Refinishing Spars

► Spars that are refinished in the fall will not delay your fitting out work in the spring. I find that the easiest and quickest way to refinish spars is to remove all fittings, then use a small block plane to take off the paint or varnish. It is important to set the plane blade so that it makes a light cut. After the paint or varnish is off, the spars should be sanded across and with the grain.

Incidentally, I refinished my Six Meter mast during the winter in my basement by leaving about one-third of the mast protruding outside through the basement window. I refinished one-half of the mast, using five coats of varnish; then turned it end for end, covered the finished end with burlap and a tarp to protect it from the weather, and finished the other half.

Frank B. Elliott,
Port Huron, Mich.

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Preparing the Engine for Winter

► A simple engine-conditioning routine that I follow when going out of commission in the fall insures easy starting in the spring and a minimum of wear and corrosion on moving parts.

First, I run the engine until it is hot (at sea if possible, or at the dock with the forward gear engaged). Next, drain the hot oil, install new oil filters, and refill the crankcase with new oil. Then I connect a fresh water by-pass, close the sea cocks, and start the engine, flushing it through a Sudbury filter with fresh water. The engine should be run until the new oil is hot and has coated all wearing surfaces. While the engine is running, a good grade of "upperlube" compound is fed in through the intake of the carburetor until the engine stalls. Finally, I remove the battery and put it on a trickle charger.

Drainage of the cooling system and other cold weather precautions should follow this preliminary routine.

The engine is a powerboat man's best friend, and it pays to take good care of it.

Alberto R. Pearson,
Los Angeles 22, Calif.

●

Heat Treatment for Old Paint

► If your laying-up plans call for removing paint from a canvas deck and you don't want to use a blow torch or paint remover, try an industrial infrared bulb at the end of a long extension cord. Held a few inches above the work, the bulb blisters the paint immediately. It can then be scraped off without difficulty. Sunglasses will obviate headaches that otherwise may result from using the lamp.

Charles Storrow,
Houston, Texas

●

Stapling Gun Speeds Canvasing

► If you lay a new canvas deck, try fastening the canvas down with bronze staples and a stapling gun instead of brass tacks. This method worked very well on my 18′ sloop, it was faster than tacking, and using a stapler left one hand free to stretch the canvas. I used a Bostitch stapler and got the bronze staples from the local distributor.

Jacquelin McK Bryson,
New York 5, N.Y.

A Novel Hot Water System

► For those who cruise in fresh water lakes and rivers a hot water system operating through the engine to a faucet in the galley is a practical means of getting unlimited supplies of hot water—provided, of course that the water is uncontaminated.

Install a thermostat or a choke valve in the water discharge line. Drill a hole in the nipple by which the thermostat is attached and braze on a half-inch brass sleeve or coupling. To this attach the end of ⅜" copper tubing that leads to a faucet at the sink (opposite or alongside the regular fresh water pump).

When under way, hot water is obtained merely by opening the faucet. If anchored, or lying at a pier, the engine can be started and run at idling speed until the water is warm.

E. E. McGhee,
Nashville, Tenn.

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Striking a Level Below Deck

► If you plan to do any joiner work in the cabin after you have been hauled out this fall and your boat is not level in her cradle, you can tell how far from horizontal she is by a simple adjustment to a carpenter's level. This will enable you to square up your work so that drawers, locker doors, or tables do not assume weird angles when you're afloat next season.

Take a 30" carpenter's level and drill a small hole about a half inch from one end in the center of the narrow side that is opposite the bubble. Drive a No. 6 or No. 8 brass screw part way into the hole. Adjusting the screw's depth by trial and error will enable you to center the bubble and will give you reference lines for determining how far out of level your waterline is—fore and aft and athwartship. Cabin soles on small sailboats often slope upward toward the bow, so don't use that as a base line for squaring up your work. Instead, use a berth, shelf or other surface that is parallel to the waterline—you can determine this while still afloat.

Joseph E. Morgan,
Norwich, Conn.

●

To "Beef Up" a Plywood Hull

► Plywood sailboat hulls with heavy iron keels are easily damaged if the keel strikes a rock or other submerged object. Wood blocks fitted between the keelson and the bottom planking, one at the forward and one at the aft end of the keel, prevent the keel from breaking through the plywood, and also make solid foundations for the keel bolts. The drawing shows how this was done on a 110 Class sloop.

Seth B. Paull,
Bristol, R.I.

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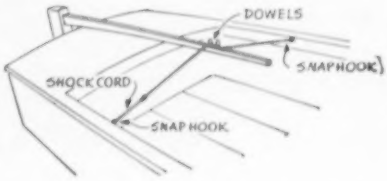
A Simple Self-Steering Rig

► A small sailboat swings off course almost instantly if you leave the tiller. Here is a simple self-steering mechanism that is easily rigged.



Drill two holes close together in the top of the tiller and insert short dowel pins. A length of light line, with six inches of shock cord at one end for tension, is run athwartships, making an S-turn around the pins. Each end of the line is secured by a snap hook to an eye in the cockpit coaming.

B. A. Saunders,
North Andover, Mass.

●

For a Cleaner Boat

► Before you leave your boat for the winter you will want to swab everything down. When washing down the topsides and the cabin interior, put a little turpentine in with the detergent and the painted surfaces will come out extra clean. As a result a paint job is often unnecessary.

Put blocks of camphor in the lockers and drawers and you will be surprised how fresh and clean they'll be when it comes time to fill them in the spring.

Mrs. Edward M. Colie,
Morris Plains, N.J.

●

Wash Away Mildew

► If you've been bothered with mildew on painted surfaces an antiseptic wash can be made from four tablespoons of tri-sodium phosphate crystals (obtainable at most paint stores) in a gallon of water. Be sure and rinse with clear water afterward. Future trouble on a new paint job can be avoided by adding one ounce of formaldehyde to each quart of paint. The formaldehyde kills mildew spores and makes it impossible for the paint film to support new mildew.

Milford Hurtig,
Berkeley, Calif.

●

Vent the Pump Discharge Line

► We learned, and the hard way, that a sink drain line connected to the bilge pump overboard-discharge line must have its own independent vent. Otherwise, if a stopper is left in the sink, a partial vacuum will be set up in the line when the bilge pump is in operation. Then, when the pump is shut down, sea water will most likely be siphoned back into the hull. If this occurs at night, or when the boat is unattended, the result could be disastrous.

Installation of an electric bilge pump may be an autumn project. If so, be sure that the interconnected discharge lines of pump and sink have a loop at the high point, and install a vent at the top of the loop.

"Gray" Abbott,
Weymouth 88, Mass.

●

Wax Crayon Stops Paint Sag

► There is what appears to be a sensible trend toward doing some of the "spring" painting in the fall. When painting topsides and boot-top, if the lines are not deeply scribed, try using a wax crayon to mark the waterline (or any line where paint is to stop). Oil paint will not sag across the wax line. Naphtha will remove the wax crayon marks after the paint is dry.

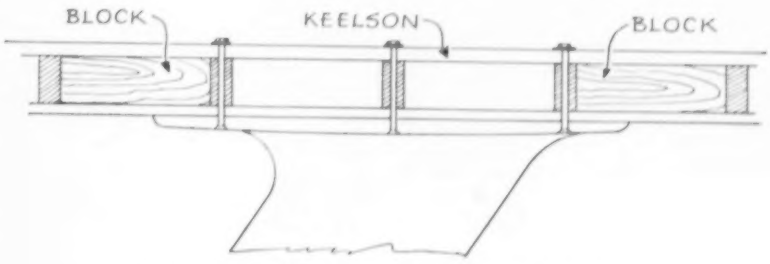
Lawler Watson,
Panama City, Fla.

●

Aid for Backing Out a Screw

► Repair work frequently requires the removal of planking or other structural members that have been secured with screws. When it seems to be impossible to back out a screw that has become corroded with the years, try applying

(*Continued on page* 117)



Reinforcing blocks in way of the ends of the keel

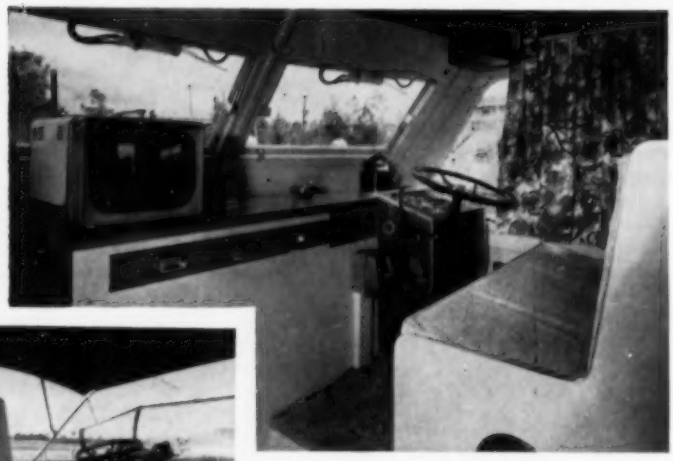
"DIMARI"

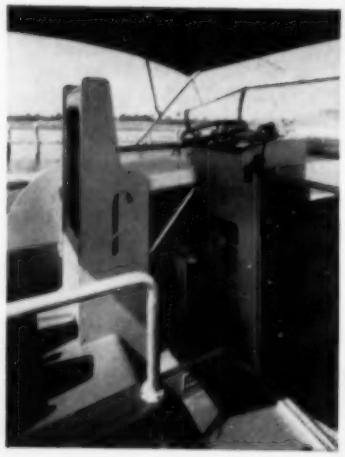
DESCRIBED by the Huckins Yacht Corp. as one of the most completely equipped 48-footers they have ever built, *Dimari* is a Corinthian model Fairform Flyer owned by Richard W. Norton, of Shreveport, La. She is powered by a pair of GM 6-71 diesels, which give her a cruising speed of 27 m.p.h. and a top speed of 30.1 m.p.h.

She has accommodations for six persons in three cabins, and has two bathrooms with showers. The boat is completely air conditioned with expansion convectors in each cabin, and is heated with an Anchor Post fluid heat system.

She has electric refrigeration, an LP gas range, and a 32-volt electrical system with a 110-volt AC system for dockside connections. *Dimari's* equipment includes a Pearce-Simpson radio telephone, Lear Orienter, a Bendix Automatic Pilot and depth recorder, Ivalite searchlights and White compasses.

Rosenfeld photos

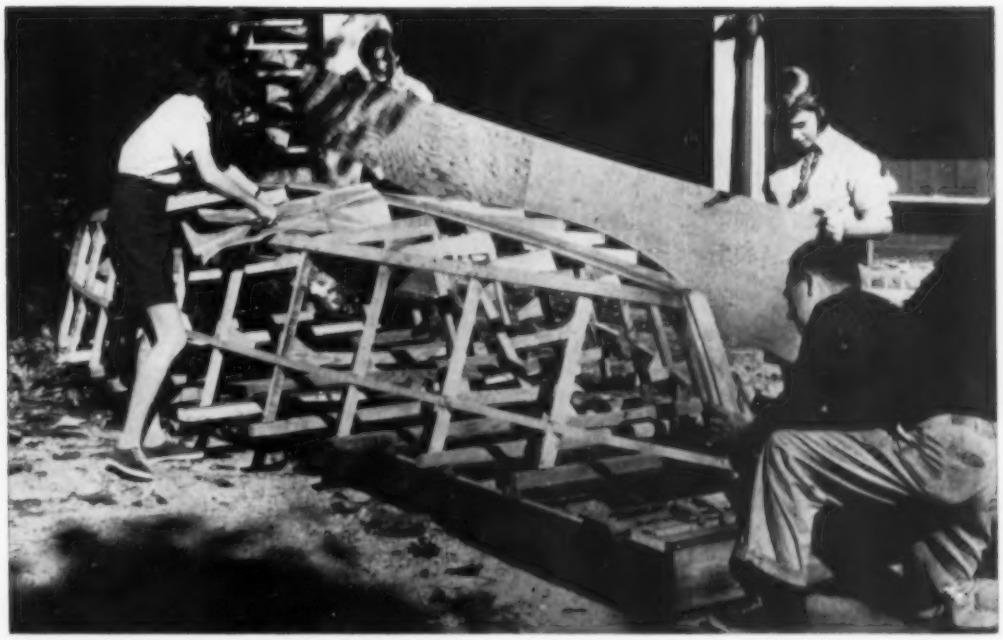




She has dual steering stations; from the main cabin (above) or the flying bridge (at left). The latter has a venturi-type windscreen and a demountable canopy

The cockpit also is fitted with a demountable canopy

The main cabin, looking aft. The companionway (at left) leads to the flying bridge



The side plank is fitted to the stem, held by C-clamps, then glued and screwed to frames, chine and clamp

A FAMILY BOATBUILDING PROJECT

Part II—The Joneses Finish Building Their Blue Jay From A Kit

By ROBERT A. JONES

Photos by the Author

WITH ALL the frames, chines and clamps in position the hull becomes a solid framework. Preparing this skeleton for its covering is the next step; "fairing it," as the pros say. A fair line is one without bulge or hollow.

By holding a long batten fore and aft across the bottom frames and sliding it sideways from keel to chine you can sight along it for fairness. Plane, rasp and sandpaper will be needed to fair the frames. When the planking is finally laid over the bottom and side frames it should lay evenly and make good contact at every contact point. But a really fine finish is not needed at these joints; in fact a rough surface is an advantage when it comes to gluing the joints. A little roughness will help the glue to get a better grip.

From now on the boat seems to progress faster. Side planks are applied and held in place with C-clamps for checking and marking, then fastened permanently in place and trimmed around the edges. Next the bottom planks go on in the same way, and at last you can turn the hull over and see how it looks right side up.

Now the construction base comes in handy as a cradle. With blocks under the stem and stern, and with planks shoring up the sides to make it level, the hull will rest squarely without undue strain on any part.

Finishing off the hull with deck planking, cockpit and centerboard trim, splashboards and so on is a lead-pipe cinch. You're so eager to get her in the water by this time that it's difficult to keep things under control: and we discovered quickly what folly this can be. Half the deck was in place before we remembered that we should have painted its underside and the inside of the planking first: so off it came before the glue had set, luckily.

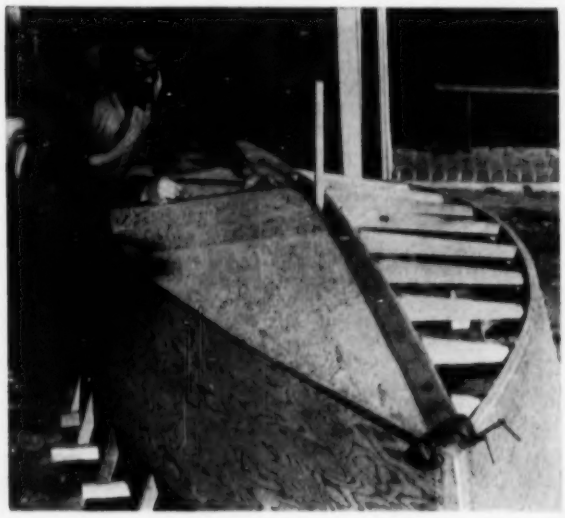
Actually we had five months left before launching day since by this time it was only December. But there was still plenty to be done. The final stages of finishing off the hull, painting, varnishing, rigging, and installing hardware took a lot longer than any of us expected, yet in many ways it was the most fun of all.

We decided to paint the inside of the boat the same color as the topsides, a deep, brilliant blue. Then, since the mahogany plywood for the deck was such good looking stuff, we decided to varnish it. It matched the cockpit coaming and the top of the centerboard trunk nicely.

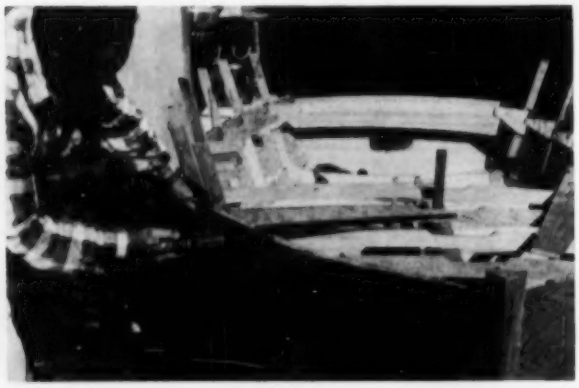
We learned to watch out for putty and paint when working around surfaces that later are to be varnished. Once putty or paint gets into the grain of the wood it's the very devil to get out again without the spot showing up under the varnish. Sanding and staining will do it but, with quarter

Rasp, plane and sandpaper are used to fair the frames

Screw holes are drilled, then rubber sealing compound applied to stem and chine joints and plank glued on



Drill hole locations are marked on bottom plank, then holes drilled into frames, keel and chine



Now she's turned over and shored up; side planks and frames sawed along the clamp edge

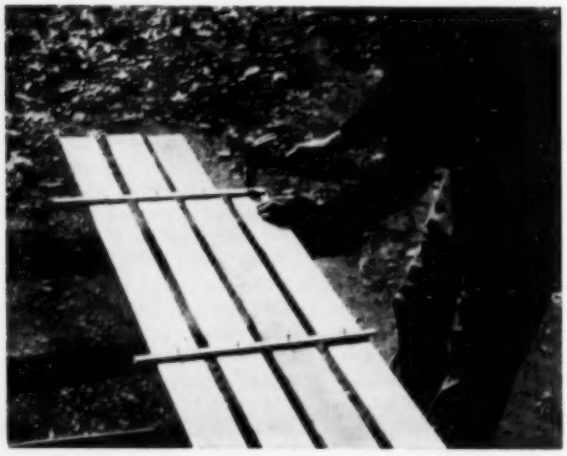
inch plywood, there's not much spare wood to take off.

With all screw holes puttied and the surfaces sanded, we made liberal use of liquid plywood filler over the entire boat. As they say, it "tames the wild grain," and it certainly makes for a much smoother finish.

One thing to watch is the way you sand down the stem to fair with the side planking. If you're using a rotary sander I recommend an attachment called a Flexbac sander, a disk of foam rubber about ¾" thick on which sandpaper discs are mounted. Its advantage is that it conforms to the curves of the hull without gouging, a neat solution to a tricky problem.

The mast and boom were rectangular to start with. Contour lines and tapers were drawn and then the spars were shaped, first with a drawknife, next a plane, then were

Side plank edge is faired with saw, block plane, rasp and sandpaper, to meet the deck planks snugly



Floorboards are assembled and held in place with scrap battens; later finished oak pieces are screwed on

sanded. Sitka spruce is easily worked and is beautiful stuff when sanded down fine and varnished.

Finally the rudder and centerboard were installed, and the deck hardware attached. All that remained was to make the sails. Our original intention had been to leave these until last to see how much we could afford, but just about the time we were trying to decide, we learned that McKean, along with Ratsey & Lapthorn, were coming out with a Blue Jay sail kit.

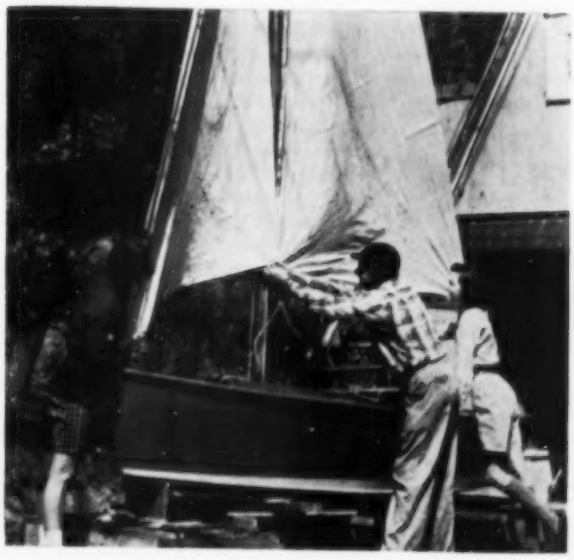
The advantage of do-it-yourself economy plus a yen to learn how to make a sail decided us to try making our own. It could be argued that there was more to be gained than lost. Furthermore, we reasoned that, come what may, it

would be good to have more than one suit of sails: one really good suit for serious stuff and one for just knocking about. And so we made our own sails.

(An article on sailmaking will be published in an early issue.)

Screw holes are filled with compound, surfaces sanded smooth and given a coat of plywood sealer, and waterline scribed in with the aid of a batten

Paint and varnish on a warm, still day



She was rigged and sail bent on before leaving home

Now off to the launching beach . . .

Give her a traditional christening . . .

And away we go

Salt Water and Your Outboard

A Few Simple Precautions Counter Sea Water's Attack

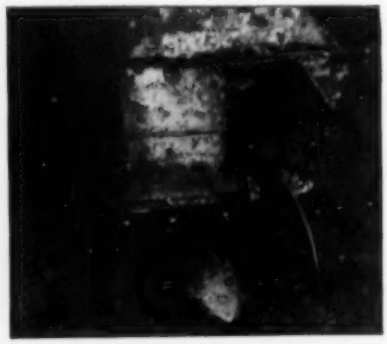
By BOB WHITTIER

CAN MODERN outboard motors be used in salt water without harm? Emphatically yes! But there are a lot of ins and outs to it, so here is the whole story for the benefit of boatmen who may be wondering exactly what it's all about.

To begin with, it is true that the briny can be highly destructive to iron, steel and aluminum. One of the accompanying photographs shows the exterior of a motor which was neglected by its owner over several summers. This example is extreme, of course, but it shows what *can* happen.

Salt attacks the metal of an outboard in two ways. Drops of water on its exterior or in the cooling passages dry and leave salt deposits. These absorb moisture from the air with changing weather conditions, and the result is simple and obvious. Much less well understood, however, is the effect of *electrolysis* on metals. Corrosion engineers have done a vast amount of experimenting with thousands of different alloys and have built up a whole science around the subject. Reduced to essentials, it is a proven fact that if two dissimilar metals immersed in salt water are connected through a metallic path, the least noble of the two will be eaten away and will build up a deposit on the more noble metal. Metals have been listed in a table called the Galvanic Series which goes like this, except for the fact that many alloys have been omitted for the sake of brevity:

Corroded End—least noble: Magnesium, Zinc, Aluminum, Cadmium, Steel or Iron, Cast Iron, Stainless Steel, Lead, Tin, Nickel, Brass, Copper, Bronze, Monel, Silver, Gold, Platinum: Protected End—most noble. The closer two metals are in this series, the less active is the reaction between them.



The result of neglect. An underwater unit which was left submerged in salt water while the boat was moored

The men who design outboard motors put a great deal of study and experiment into the metals used in their designs. You may have noted that you seldom see brass used in outboard motors except in such places as the ignition system and carburetor. This is because brass, being an alloy of zinc and copper, is quite susceptible to "internal electrolysis." To put it another way, since zinc and copper are widely separated in the Galvanic Series, a noticeable action takes place and it is not uncommon for brass screws in small boats to become "dezincified," leaving nothing but a spongy copper screw which can't even be taken out without breaking. A well-made modern outboard motor contains aluminum alloys chosen for their corrosion resistance, and all the other metals used in it have been chosen with considerable attention to their positions in the Galvanic Scale.

The way in which an outboard motor is designed has a lot to do with its suitability for salt water service. Years ago, cylinders were manufactured of a one-piece iron sand casting. But it was practically impossible to clean out their water jackets when clogged by salt and rust deposits. Sometimes mild deposits could be dissolved by boiling the blocks in a solution of trisodium

phosphate, but I've seen some deposits which defied not only that but sodium hydroxide, oxalic acid, and hydrochloric acid baths as well!

An improvement over this was to use separate detachable cylinder heads which would allow mechanical cleaning of the water jackets. The quest for lighter weight plus the requirements of mass production later brought into use

a type of construction consisting of a cast iron cylinder wall over which was placed a separate aluminum jacket . . . visualize a flower pot placed over a tin can, with the sparkplug screwing into the place occupied by the hole in the bottom of the flower pot, and you've got the idea. Salt water in contact with the iron inner walls and aluminum outer walls of the water jacket formed by the space between the two parts naturally opened the door to electrolysis.

The modern trend is to die-cast the cylinder blocks of aluminum and either press or cast in an iron cylinder liner. Thus the salt water touches only aluminum, and all that is needed to give an excellent salt water motor is to coat the aluminum with a corrosion-inhibiting preparation. Some manufacturers do this in a way which they claim is so effective that flushing is not necessary.

Other points which designers take into consideration include planning the water passages so that all water can drain out, because if small pockets of it are trapped in the motor they will, of course, be harmful. The hoods covering power heads must be designed with an eye towards either keeping spray out or else allowing it to drain completely. The grease or oil seals in the underwater unit must be effective and dependable in order to protect the finely-machined bearings and forward-neutral-reverse gears from salt water damage. Speed controls, the steering pivot in the transom bracket, and the design of the clutch used in some propellers in place of shear pins must all be given some thought. Salt spray can lock control levers in their bushings; some motors have been built which chronically suffer from salt making the steering pivot stick; and if a propeller were to be fitted with a slip clutch not designed with an eye to corrosion and electrolysis, it could corrode so badly as to become inoperable.

Often when buying a new propeller for his outboard motor, a man has a choice between a bronze and an aluminum one. Invariably he'll choose the bronze one, being inclined to associate bronze with durability in salt water areas. It is true that a bronze propeller will last a long, long time in salt water . . . but, to be blunt about it, it'll eat hell out of the rest of the motor if the owner moors his craft with the underwater unit submerged.

In regard to outboard boats, people shopping for a new one often ask the salesman, "Is she brass fastened?" The salesman says, "Oh, yes, most certainly she is," and the customer nods approvingly. Good boat, built to last. Actually,

The right and wrong way to leave an outboard. Above, the motor is tilted out of water and left open to ventilation. Left, the motor's underwater unit is submerged and subject to costly electrolysis damage. Power head is smothered under a cover which promotes condensation

this business of brass fastenings in small boats is one of the biggest misconceptions the public has about boats today. Some brass fastenings are quite resistant to salt water, but others have very poor resistance. A boat which is brass-fastened might be good . . . and it might also be bad. There is no way to be sure. But as long as the general public accepts brass as suitable for salt water, the boatbuilders don't complain. A gross of three-quarter-inch No. 8 galvanized screws costs about $1.28, a gross of brass screws of the same size about $2.45, a gross of silicon bronze screws about $3.18. There may be 500 to 1000 screws in the average 14-foot outboard boat. The saving is worthwhile to the builder so why shouldn't he use brass if that's what the public prefers? A better quality small boat would use bronze below the waterline while brass may be used both safely and economically above it where electrolysis is, for all practical purposes, improbable. The finest will be bronze or Monel fastened throughout.

With regard to air-cooled motors, which might appear to be the logical choice for salt water, my own experience has been that they offer little advantage over watercooled jobs. There is still electrolysis of the underwater unit and corrosion of the motor's exterior to worry about, and as between a watercooled cylinder and an air-cooled one, in the long run the only difference is whether the corrosion will be found inside the water jackets or outside on the cooling fins. The paint just does not exist which will stay on the fins of an air-cooled cylinder for any length of time. During windy weather (every day on the ocean) salt spray is drawn in by the cooling fan and deposited on the hot fins. If such a motor is not regularly hosed down, the day is bound to come when the power head will be a mass of rust.

The owner of an air-cooled motor should remove the hood and hose off the cylinders regularly, taking care to keep the stream as much as possible away from the magneto and carburetor air intake. Running it for a minute afterwards will dry it off, and it stands to reason that a rinsing in fresh water will do it less harm than allowing it to stand pickled in salt.

There are a lot of things a conscientious boat owner can do to protect and preserve his outboard motor in salt water. I own a 1941 motor which has spent 75% of its life in salt water, yet it is impossible to detect any trace of salt damage on it, inside or out. Good care has kept it young.

When we buy a new car or a new living room table, what is the first thing we usually do with it? Give it a thorough waxing, of course! What do we do with a new outboard motor? Usually, just clamp it on the boat and forget it. Now, we don't normally drive our new cars on salt water, but if we did, wouldn't we be even more anxious to wax them thoroughly? Well then, wax that new outboard of yours! Wax it well and keep it waxed.

It is common practice to leave motors on boats all season. A pair of accompanying photos show the wrong and right ways to treat an outboard motor. The right way is to tilt it fully out of the water and leave it open to ventilation. The wrong way is to leave the underwater unit submerged and the power head covered with a canvas wrap or hood. Some people claim it is best to leave the underwater unit submerged on the theory that doing so will keep air out of the water passages, oxygen in the air being what causes rust. This

(Continued on page 114)

NEW OUTBOARD MOTORS FOR 1957

EVINRUDE FEATURES MORE POWER

► The 1957 line of Evinrude outboard motors is described by the manufacturer as featuring more power, an optional automobile-type generator and the banishment of shear-pin changing.

Heading the nine-model line will be three new 35-hp. models, two having 12-volt electric starting and optional-equipment generators. The "35s" are the rope-starting and electric-starting Big Twins and the electric starting, de luxe, Lark. Replacing the 30-hp. motors in last year's line, all three feature new air silencers and automatic compression relief for easier hand starting.

The Lark, new in 1956, has been somewhat changed in appearance. Brooks Stevens, designer of the entire Evinrude line, has provided the Lark with a distinctive quiet look by use of aqua white, tones of gray, and chrome.

Two new 18-hp. motors will appear in place of the 15s formerly offered. One is manually started; the other has 12-volt electric starting. Both have the new slip clutch.

This slip clutch had previously been standard equipment on 5½ and 7½ hp. Evinrudes. For 1957 it will be added to the balance of the line. It consists of a rubber hub that is

(*Continued on page* 106)

The Golden Javelin, a 35-hp. electric starting unit incorporates the latest in Johnson's developments, plus gold and white color scheme

The 35-hp. electric-starting Evinrude Big Twin has a 12-volt starting motor and optional generator

The Johnson Seahorse 18 is for use on a medium sized run-about or twin motor installation on a small cruiser

The three-hp. Evinrude Lightwin has weed cutter and slip clutch propeller. Like the Ducktwin (a camouflaged unit for hunting), it produces 3 hp. at 4000 r.p.m.

MANY CHANGES IN NEW JOHNSONS

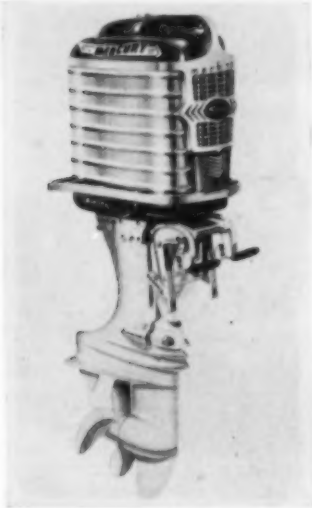
► Higher horsepowers, a 10-ampere generator on electric-starting models, and the elimination of shear-pin difficulties are among the developments featured in the new line of Johnson outboard motors.

Two new motors have been announced. Replacing the former 30-hp. unit, and boasting nearly five more cu. in., is the 1957 "35." Successor to the "15" is a new 18 hp. model, some two cu. in. larger in displacement. Both the 35 and the 18 will be built in manual and 12-volt electric-starting versions. For those wanting something extra in appearance, the 35 is to be made in a "Golden Javelin" model.

Constituting the balance of Johnson's offerings will be 10, 7½, 5½ and 3 hp. motors—a total of nine models in six power ratings.

Johnson's "Power Master" generator is described as a compact, fast-charging unit, designed to provide sufficient current for a boat equipped with motor starters, lights, radio and similar accessories. The 35-hp. electric models are engineered for this generator, which can be installed be-

(*Continued on page* 104)



Largest of the new Mercury outboard motors is the Mark 75 featuring a 6-cyl. in-line engine of 59.4 cu.in. carrying a 60-hp. rating

Mercury's Mark 10 is for the fisherman, has forward, neutral, reverse and speed control in the tiller handle

MERCURY INTRODUCES A "SIX"

► A line of motors ranging from six to 60 horsepower will comprise the 1957 offerings of Mercury outboards.

Largest in the line will be the brand-new Mark 75, intended for users of outboard cruisers and larger size outboard runabouts. This model features a six-cylinder in-line, all die-cast engine of 59.4 cu. in., carrying a 60 hp. rating which the manufacturer claims to be the highest of any production outboard motor. This will be produced in an electric-starting version only but will incorporate a manual starter for safety purposes. Standard equipment includes a generator and a fingertip remote control combining throttle and shift.

Also new to the Mercury line will be a 10 hp. Mark 10. Designed for the busy fisherman, this model features forward, neutral, reverse and speed control in the tiller handle. A Speed-r-Troll switch is said to make possible day-long trolling at steady, slow speeds. Other equipment includes a buried exhaust releasing through the propeller hub, a transmission which eliminates the bothersome shear pin, a weedless lower unit, and a pick-up latch to lock the motor in a tilted position for safe launching.

Smallest of the 1957 Mercurys will be the 5.9 hp. Mark 6. The Mark 25 and Mark 25 electric are each rated at 20 hp. All of the above are "twins." In the four-cylinder range are the 30 hp. Mark 30 and Mark 30 electric and the Mark 55 and Mark 55 electric, both capable of 40 hp. Three competition motors will be available for 1957—a Mark 30 H, Mark 55 H and Mark 75 H.

(*Continued on page* 106)

SCOTT-ATWATER OFFERS UP TO 40 HP.

► Nine models, with design work by Raymond Loewy Associates, make up the 1957 line of Scott-Atwater outboards. The most powerful of them are rated at 40 hp.

Bearing the highest price tag is the Royal Scott which has, in addition to all other features of the 40-hp. models, turn-key starting without priming, and an electric fuel pump.

All of the 40-hp. motors will feature a new Scott-Atwater fuel system which is reported to save up to 34% in gasoline consumption. This new system employs a jet through which additional fuel is supplied to the motor when the throttle is at the fully opened position. While the throttle is in either a cruising or a closed position, the extra jet is closed, allowing the motor to operate at a high-economy setting.

The Royal Scott is made in a platinum and gold color combination. The lower units of all other motors in the new line are white. Hoods for the 40, 16, 10 and 7.5 hp. models can be had in either red, white, mahogany, blue-green or gray. These hoods are of sound-deadening fiberglass and are interchangeable within a few seconds. Five and 3.6 hp. motors will have blue-green hoods.

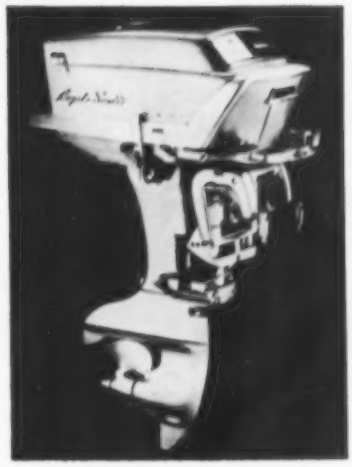
Mechanical changes to the 40s include: larger exhaust and intake ports, new reed boxes, silver-plated bearing cages on connecting rods, re-designed fuel pump, and a stronger and lighter mounting bracket. Electric starting versions will have 12-volt systems with generators.

The 16-hp. Scott-Atwater has a re-designed handle and starter knob. Electric starting models feature 12-volt systems.

The 10-hp. models incorporate improved carburetion and new control knobs.

(*Continued on page* 104)

Lightest of the new Scott-Atwater motors is the 3.6 hp. model featuring new hood, new steering and carrying handles, improved carburetion and new color scheme



The Royal Scott is rated at 40 hp., has turn-key starting and electric fuel pump, among other features

BOATS IN THE NEWS

Ballard

"Venturer" was designed by Sparkman & Stephens and built by Henry R. Hinckley & Co., of Southwest Harbor, Me., for Harry G. Haskell, of Wilmington, Del. She is 73'3" l.o.a., 52'6" l.w.l., 15'5" beam and has a draft of 9'6" (13' with board down). Her auxiliary is a Buda diesel and her equipment includes Sperry loran, Bendix depth finder, Ray Jefferson radio telephone and Lear direction finder

Belmar

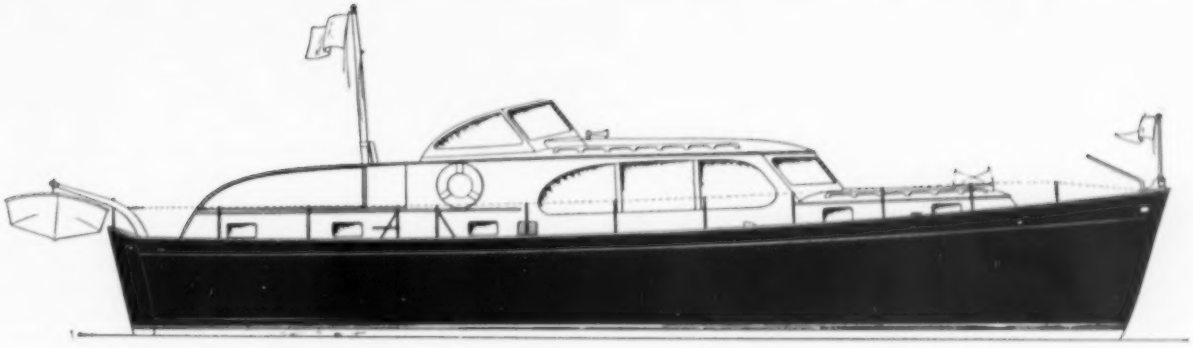
Hubert Johnson, Inc., Bay Head, N.J., are designers and builders of this 35'6" express cruiser which was recently delivered to the Hellenic Naval General Staff, Pireaus, Greece. Powered by a pair of 200 hp. Chrysler Imperials, she has a top speed of over 30 m.p.h.

Van Nostrand

"Kona Bell" a 36-footer designed and built by Stephens Bros., Stockton, Cal., is owned by Ray Bell, of San Diego, Cal. She is powered by twin 200 hp. Chrysler Imperials. Her equipment includes a Bendix radio telephone, automatic pilot, and a Raytheon depth indicator

Of increasing popularity in Southern California waters are the Lapworth-designed and Chapman-built L-36 sloops

Beckner



"LITTLE VIKING," A SPARKMAN & STEPHENS 47 FOOTER

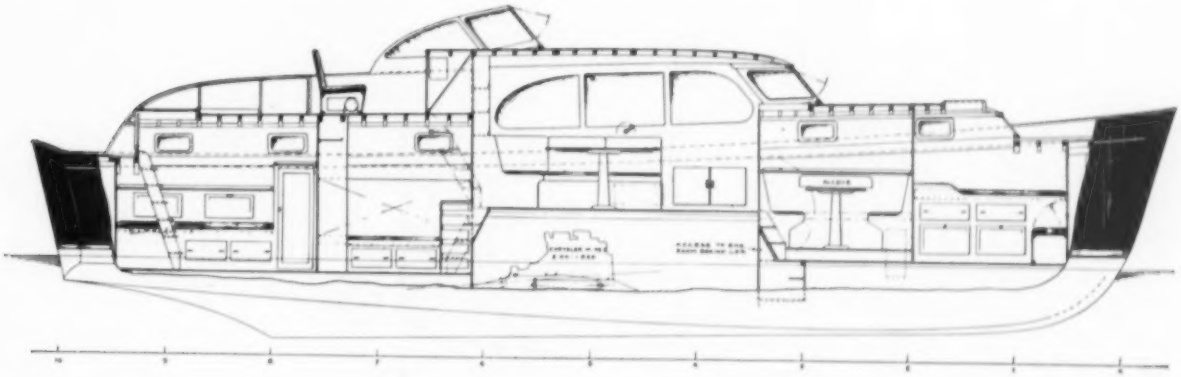
EMIL STEIGER, of the Riverside (Conn.) Y.C., is the proud owner, Sparkman & Stephens the designers and Burmester's Yard in West Germany the builders of this exceptionally handsome yacht. She arrived at her home port the early part of June.

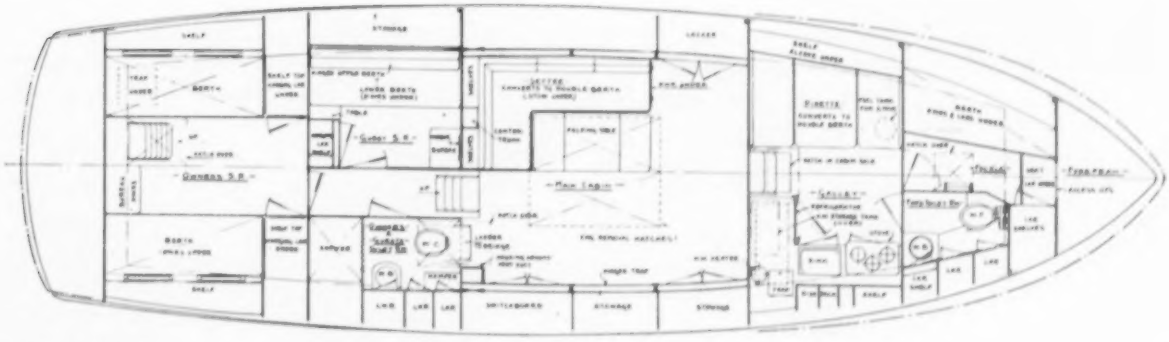
Her layout provides excellent accommodations for an owner's party of eight and a one-man crew. The owner has a commodious stateroom the full width of the ship, away aft, with a private companionway to the small after deck. Just forward on the starboard hand is a fine bathroom and across from it a double guest cabin. Two more can sleep in the main cabin and two in the dinette—double berth, opposite the big galley. A forward toilet serves this area and the crew's quarters.

L.o.a., 47'6"	*Beam, 13'6"*
Draft, 3'3"	*Displ., 33,200 lbs.*
Power, twin M-45-S Chryslers	

A pair of M-45-S Chryslers with 2.04:1 reduction gears drive *Little Viking* at over 16 knots. Equipment is most complete and includes a 32-v., 1500-watt Onan belt-driven generator; LaMarche Constavolt shore power rectifier; Heritage 5-burner alcohol stove; Shipmate water heater; 8 cu.ft. refrigerator; Bendix automatic pilot; a White Constellation compass and a radiotelephone. Tinned copper tanks hold 250 gals. of fuel and 100 of water. She is of top grade wood construction.

If further particulars are wanted please address Sparkman & Stephens, 11 East 44th St., New York 16, N.Y.





46′ ALDEN-DESIGNED SPORT FISHERMAN

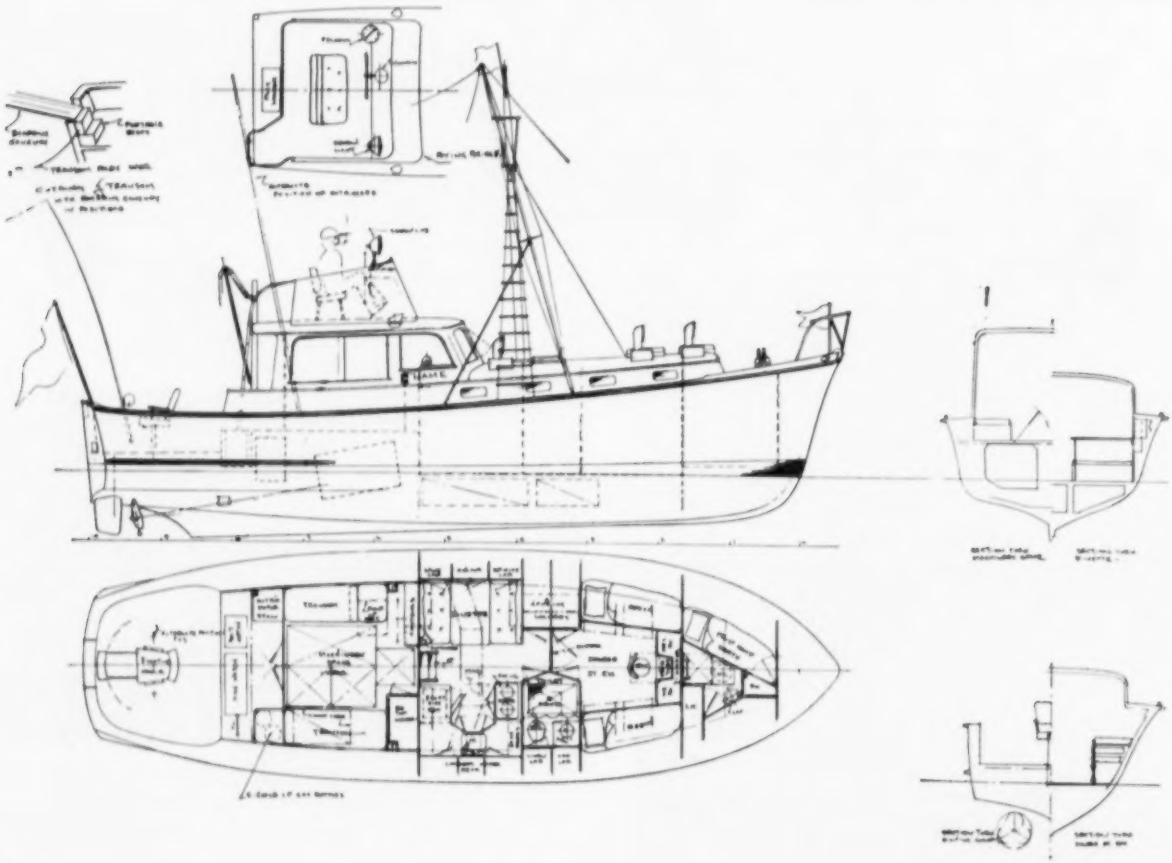
MAN BITES DOG or American designer turns out boat to be built in England for British owner. This unusual boat from the Alden office incorporates a number of features designed especially for fishing. There are twin screws for greater speed and maneuverability. She will accommodate six in the afterguard in commodious cabins and a paid hand forward. Note the way the transom can be opened to provide a passageway and steps for a boarding gangway to the dock.

Her owner, who is an experienced sport fisherman, presented his requirements to the designers in meticulous detail. He wanted a heavy duty, long range yacht for extended cruising in the Mediterranean and one which would also be suitable for sport fishing in the West Indies. Every mechanical device which contributes to the comfort of living aboard has been included, such as an automatic steerer; electric 5 cu.ft. refrigerator; gas stove with oven; shower; Crowell pressure system for hot and cold fresh water; telephone; R.D.F.; Jacbsco pumps; 3 k.w. U.S. Motors diesel generating set; a Stephens electric windlass and Columbian Bronze steering controls. Stainless steel tanks for 400 gals. of fuel and 190 of water give her a range of some 500 miles.

A pair of GM 6-71 inclined diesels with 2:1 reduction gears will push her along at 15 m.p.h. Dual Mar-Mac controls are provided. Construction is wood with oak frame, double planking having Port Orford cedar (inner) and African mahogany (outer) skins, teak decks, Honduras mahogany trim and Stronghold Monel nails.

John G. Alden & Co. Inc., 131 State St., Boston 9, Mass. should be addressed for further particulars.

L.o.a., 46′2″ *Beam, 13′9″*
Draft, 3′10″
Power, twin GM 6-71 diesels



"BOUNTY II," RHODES GLASS-HULLED SLOOP

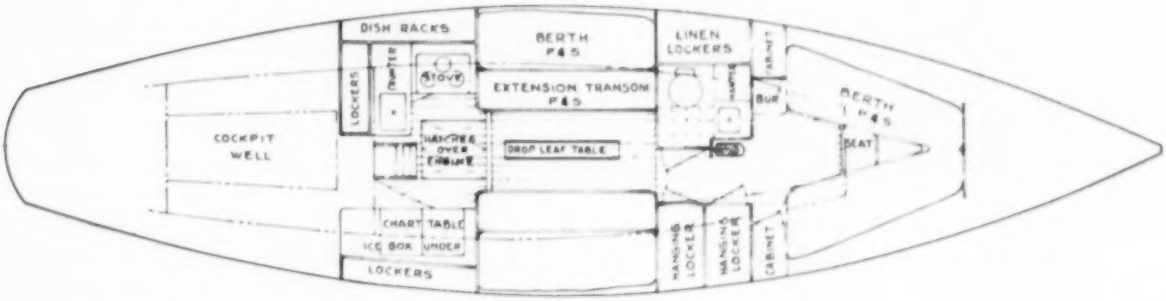
L.o.a., 40'10"	*L.w.l., 28'0"*
Beam, 10'3"	*Draft, 5'10"*
S.A., 717 ft.	*Power, optional*

THE Coleman Boat & Plastics Co. will begin production this fall on the revised Bounty shown here, from plans by Philip L. Rhodes. William Garden collaborated on the glass construction and tooling. Because of the anticipated economy of mass produced fibrous glass hulls, the builders expect to offer the new boats at very substantial savings over comparable yachts of conventional construction. The mast will also be of fiberglass construction. The advantages of glass construction are many and include freedom from calking, painting (except anti-fouling bottom paint), leaking, electrolysis and dry rot. Also a high strength-weight ratio, good impact resistance and ease of repair in case of damage.

The new boats will be built in a female mold by the contact method and will be reinforced with structural bulkheads and a molded combination deck, deckhouse and cockpit. The new production methods are the result of two years of research.

A six berth layout is about all one could want on a 41-footer but, because of the absence of the conventional framing, interior space will be greater than usual for a boat of these dimensions. An unusual feature is the location of the 25 hp. engine beneath the cabin sole.

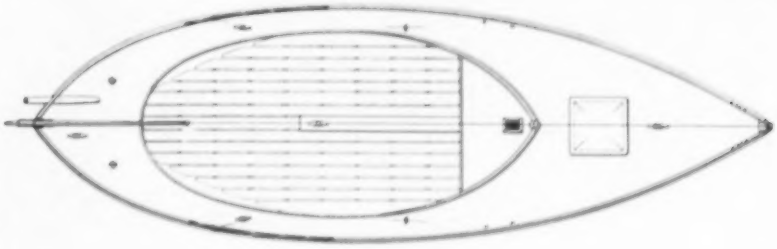
For further data please write the Coleman Boat & Plastics Co., 1204 Russ Building, San Francisco 4, Calif.



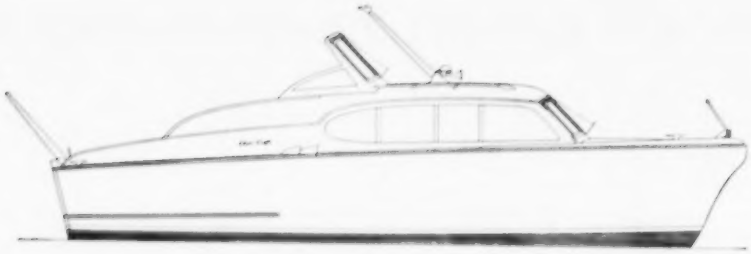
A RHODES-DESIGNED 19' DOUBLE ENDER

REPLACING a hurricane-lost boat of the same type, by the same designer, this attractive day sailer is owned by Lansing Chapman, of Old Saybrook, Conn. She was built by Abeking & Rasmussen, Lemwerder, Germany from plans by Philip Rhodes who reports that the builders did a beautiful job. She is of conventional construction with bent oak frames, mahogany planking, bronze fastenings, a plywood deck and carries 400 pounds of lead on her keel. She has no auxiliary. Her simple yet efficient sail plan totals 157 feet and sails are by Ratsey & Lapthorn at City Island.

Philip L. Rhodes, 11 Broadway, New York 4, N.Y. should be addressed for further particulars.



L.o.a., 19'0"	*L.w.l., 16'4"*
Beam, 5'10"	*Draft, 2'0"*
S.A., 157 feet	

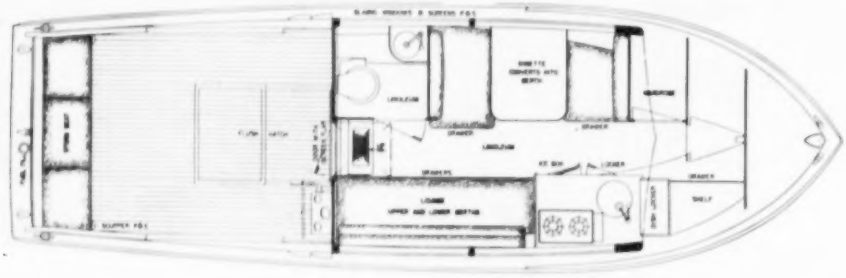


26′ SEDAN CRUISER BY CHRIS-CRAFT

OF a type which is seen more and more on our waterways, the bridge deck sedan cruiser shown here is a late addition to the Chris-Craft line. Her layout shows comfortable sleeping accommodations for four people, a big hanging locker, lots of drawer space, an adequate toilet room and galley. The cockpit is 7′6″ long, has a stern seat right across its after end. Her single 95-175 hp. Chris-Craft engine is beneath the cockpit floor and speed is estimated at 30 m.p.h. She will carry 40 gallons of gasoline and 15 of water. The new boats have 6-volt electric systems and cam and lever steering gears with a rod to the rudder. Planking is Philippine mahogany and fastenings brass and bronze.

L.o.a., 26′0″	*Beam, 8′0″*
Draft, 2′0″	*Speed, 30 m.p.h.*

For additional information please address the Chris-Craft Corp., Algonac, Michigan.



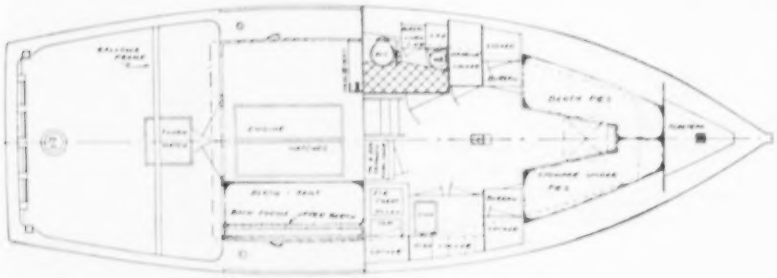
THE 35′ MOTOR SAILER "LINEKIN BAY"

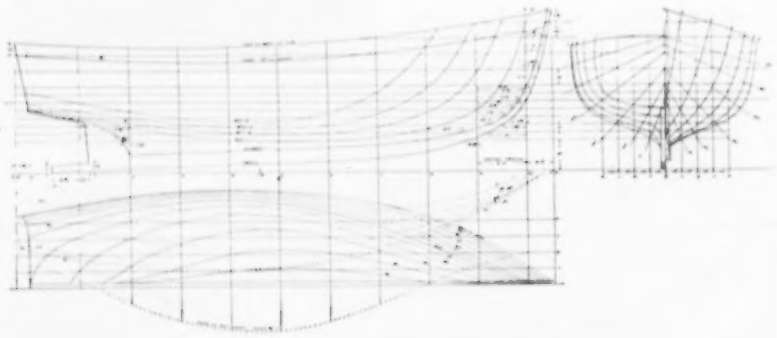
BASICALLY a power boat, but with a rig big enough to sail in a good breeze, *Linekin Bay* cruises four people in comfort, two in the cabin, two in the deckhouse. She has a fine big galley, adequate head and a huge cockpit.

With a 4-51 GM diesel and 2.5:1 reduction gears she will do an estimated 8-9 knots and have a 450-mile cruising range on 200 and 125 gallons of fuel and water respectively. Tanks will be stainless steel.

Construction is heavy with a husky white oak frame, 1¼″ mahogany planking, canvased decks, teak trim and galvanized fastenings. Wilcox-Crittenden hardware is specified.

Her designer is Kenneth L. Smith, 332 Wakeman Road, Fairfield, Conn. to whom inquiries should be directed.





L.o.a., 35′2″	*Beam, 12′4″*
Draft, 4′5″	*Displ., 24,710 lbs.*
Power, GM 4-51 diesel	

HINCKLEY'S NEW "PILOT" CLASS 35 FOOTER

SPARKMAN & Stephens designed the original and successful Pilot Class (Plans in October 1945 YACHTING) and have now modified it somewhat for Henry Hinckley, who will build the new boats at his Southwest Harbor, Maine, yard.

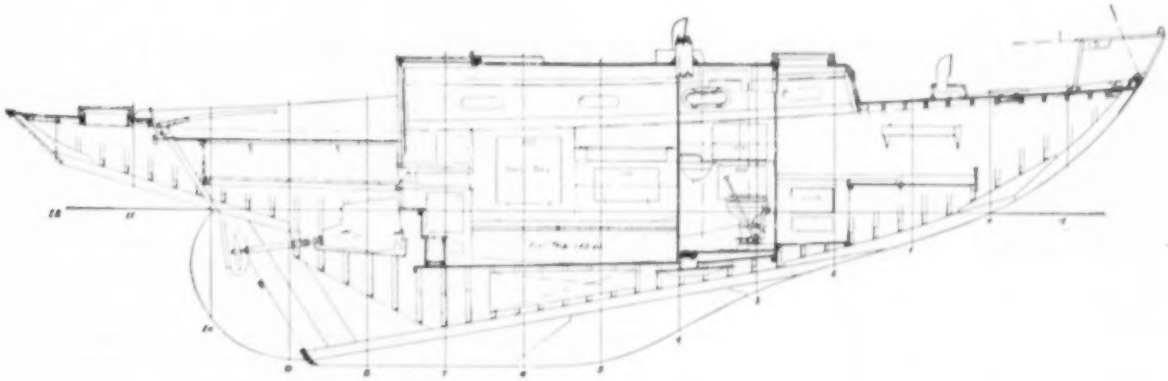
Intended to satisfy the requirements both of the out-and-out cruising man and the distance racer, the new boat's ends have been pulled out giving her an overall length of 35'2" (vs. 32'11" for her predecessor). Otherwise the hull is unchanged. The mast is further aft and there is a masthead rig which of course gives the new boats a larger and more effective fore triangle. Total working sail area is 529 feet (vs. 495 ft.): the new main is 262 feet (vs. 321.5 ft.) and the fore triangle measures 267 feet (vs. 173.5 ft.).

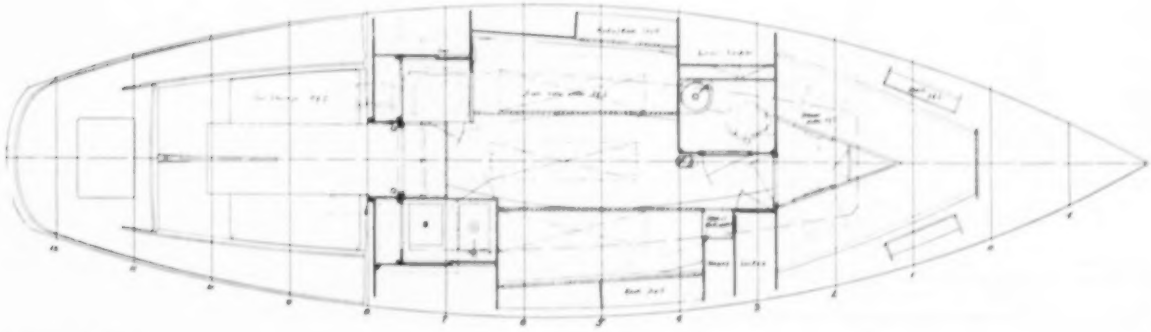
The layout is conventional with double cabin forward and a two berth main cabin (3 berths optional). The head is to port and a hanging locker and dresser is opposite. A door separates forward and main cabins. The well-laid-out galley is aft and is equipped with a 150-lb. Styrofoam-insulated ice box. A two-burner alcohol stove, to port, is standard but either coal or Heritage stoves are extra options.

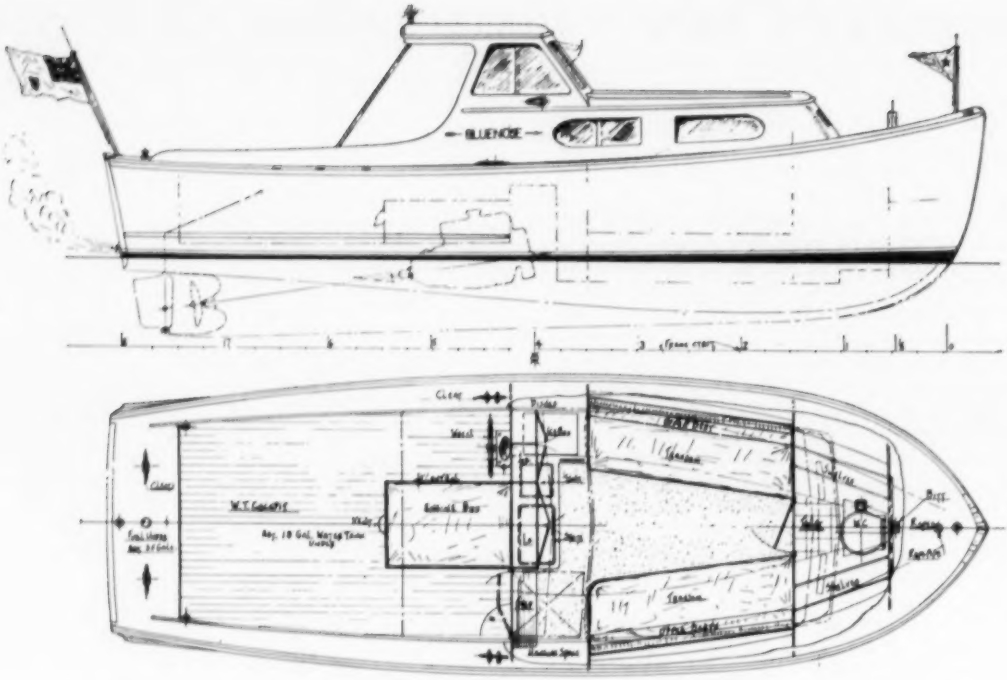
Construction is top grade and includes an oak frame, pressure treated to prevent rot, bronze floors, 15/16" Philippine mahogany planking, canvas covered plywood deck (teak optional), teak cockpit seats and sole. Trim is mahogany and fastenings are bronze. The 4,200 lb. lead keel is secured with bronze bolts. 25 gal. fuel and water tanks are Monel with all vents and fillers on deck. Spars are hollow Sitka spruce and rigging is stainless. Adequate winches and lifelines are provided. Running rigging is Dacron rope. Standard equipment is most complete. The engine is a Gray Sea Scout, model 4-91. The engine bed is bronze with rubber mountings.

Henry R. Hinckley & Co., Southwest Harbor, Maine should be addressed for further particulars.

L.o.a., 35'2"	*L.w.l., 24'0"*
Beam, 9'6"	*Draft, 4'9"*
S.A., 529 ft.	*Power, Gray Sea Scout*





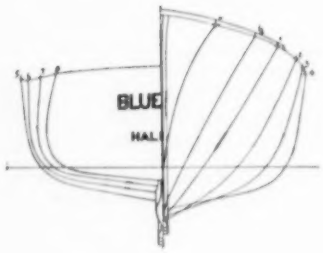


THE "BLUENOSE 26," A STOCK BOAT

L.o.a., 25'11"	*Beam, 8'5"*
Draft, 2'3"	*Power (optional) 95-125 hp.*

FROM the board of Eldredge-McInnis, these boats have been built in Nova Scotia for the U.S. market by Smith & Rhuland, Lunenburg, and Shelburne Shipbuilders, Shelburne. With a round bilged hull, good flare and a big skeg, these should be sea kindly boats. Accommodations for four are provided and the head and galley are spacious, as is the cockpit. Construction is high grade of oak, cedar and mahogany with Everdur fastenings. Speeds of 15-20 m.p.h. are called for.

Eldredge-McInnis, Inc., 131 State St., Boston 9, Mass. can supply further data.

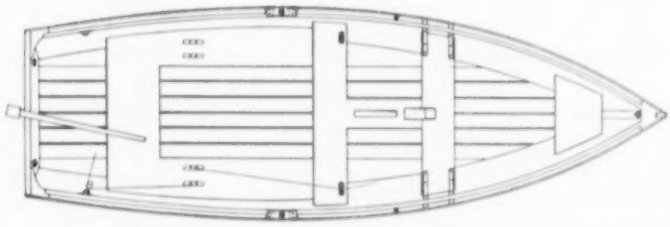


THE "KID," A UTILITY CENTERBOARDER

L.o.a., 16'2"	*Beam, 5'3"*
Draft, 0'7" (2'6")	*S.A., 112 ft.*
Displ., 450 lbs.	

NORGE BOATS is importing these appealing little buckets from Scandinavia. They are from plans by Iversen, a leading Scandinavian yacht designer and are of husky lapstrake construction with pine planking and copper fastenings. A 3-5 hp. outboard can be clamped to the transom and should kick the boat along at a lively clip. When delivered they are complete, ready to go, with Egyptian cotton mainsail and genoa, stainless rigging, yacht cotton running rigging, oars and oarlocks.

Norge Boats, 75 Rowayton Ave., Rowayton, Conn., will supply additional information on request.



THE MONTH IN YACHTING

Rosenfeld

After summer's zephyrs, autumn breezes pack a punch. Internationals battle it out on Long Island Sound

THE I-L.Y.A. AT PUT-IN-BAY

► The 63rd annual regatta of the Inter-Lake Y.A. at Put-in-Bay, O., Aug. 13-17 was favored with unusually good weather, marred only by one day of very light winds. Among 131 starters in 20 classes, the Rebels showed 17 starters; Comets 16 and Thistles 13.

Cleveland Y.C. skippers carried off all the prizes in the R Class, with *Puffin*, H. Wade Barth, taking first; *Pop-N-Jack*, J. Arthur Shomer, second and *Robin*, Al. Edgerton (sailed by Alex. Winton, Jr.), third. Only two auxiliaries finished in the Cruising A Class with first place going to *Bluebird*, David R. Spitznaugle, Toledo Y.C. Cruising C honors went to *Meteor III*, H. Burkard, Detroit, with *Ranger*, W. Kenyon Glor, Cleveland, second and *Slalom*, Philip H. Geier, Mentor Harbor, third.

Hornpipe, Oliver Busch's Islander sloop from the Cleveland Y.C. made a clean three-race sweep in Cruising D, with *Spray*, Dr. John Stewart, second and *Ghost*, R. K. Lowry, and *Calypso*, J. F. Grant, tied for third. W. Lewis Kershaw of the Edgewater Y.C., Cleveland, swept the Universal B Class with his converted Six-Meter *Madcap*, with *Sprite*, Marsh Sinclair, second place and *Windharpe*, Dr. Sven Nielson, third.

Three of the new fiberglass Crescent sloops from Detroit made their debut at the Bay and put up a nice battle, won by *We-Do*, Richard Hill, Detroit. Another class making its initial bow to Put-in-Bay was the Dragon Class, with eight starters. *Oliver*, owned by Richard Krause and Walter Swindeman, nationally-known Lightning Class skippers, Toledo Y.C., won three straight heats. *Reprisal*, Robert Preisel, was second and *Pimpernel*, John Tucker, third.

The Six-Meter winner was *Vinnia*, F. J. Merritt, from the Port Huron Y.C., with *Spring*, P. S. Foskett, second and *Tidsfordriv*, J. Shoffener, third. There were only three 22-sq. meter sloops, with *Diane*, A. Liscom, Port Huron Y.C. taking first. *Cando*, sailed by P. F. Pederson from Grosse Ile, Mich., was the winner in the Luders 16 class, with

(*Continued on page* 118)

DUANE WINS GREAT LAKES TITLE

► Roger Duane of the Lorain Y.C., a graduate from the Comet Class sailing his first championship race as a Star Class skipper, won the Great Lakes Star championship at the Cleveland Y.C. Aug. 13-17.

Duane, sailing *Eight Chips*, formerly *Luscious Too* with which Don Bever won the Great Lakes title in 1952, won through sheer consistency. He took the first race and scored a third, a fourth and two fifths, among 16 starters, for a total of 67 points.

Second was *Whistler*, owned by George Voss of the Cleveland Y.C. and sailed by R. I. Miller. *Whistler* won two races and scored 64 points. *Jimac*, W. Wente of Wilmette Harbor, actually tied *Whistler* on points but took third under the scoring system. Fourth in the series was *Ingenue*, George F. Thomas, with 60 points; fifth *Stampede*, George Dewar, with 59; sixth *Coquina*, E. Schnabel, and seventh Bob Asher.

Last year's winner of the Great Lakes title, Florus R. Black, took ninth place with *White Magic*. Dick Miller, skipper of *Whistler*, has never won the Great Lakes title but has finished second three times in the last eight years.

John G. Robinson

SMITH WINS PENGUIN NATIONALS

► Robert Smith of Chicago, with three first places, a second and a 10th for a total of 101 points, won the Penguin Class national championships sailed Aug. 17-18 under the sponsorship of the Biloxi (Miss.) Y.C. In second place was Bill Seemann III, the defending champion who, finishing no better than third in any of the five races, ran up 94.3 points.

Only 22 boats participated, a disappointing turnout for a top Penguin series, with most of the skippers from Biloxi or New Orleans waters. Smith was the obvious winner after the fourth race when he finished first and Seemann fifth, putting him eight points ahead of the defending champion from the Southern Y.C.

The first 10 finishers in the series and their point totals included Smith, 101; Seemann, 94.3; Tommy Kemp, Biloxi, 91.4; Sparky Graham, New Orleans, 81.3; E. J. O'Malley, Jr., Mantoloking, N.J., 77.6; Britton Chance, Philadelphia, 77; Peter Wuescher, New Orleans, 75.9; Janet Green, Biloxi, 73; Roy Troendle, Jr., New Orleans, 70.1; and Robert Hughes, New Orleans, 67.6.

The first race was sailed mainly in light and shifting breezes. Smith led the fleet at every mark with Chance second. Seemann was well back early in the race, but worked into third place near the finish. That afternoon, still in light breezes, Smith again took an early lead and held it, followed across the finish line by 11-year-old Miss Sparky Graham, then Seemann. Most of the third race was sailed in a moderate southeasterly. Finishing in order were Kemp, Wuescher, and Troendle with Seemann fourth and Smith back in 10th place.

The southeast breeze freshened a little more that afternoon and the fourth race was between Kemp and Smith, with Smith getting the gun, Kemp second, and Seemann back in fifth, just about deciding the series for the Chicago skipper. O'Malley led most of the way in the final race, with Smith finishing second, Seemann third, and Chance fourth.

Seemann again was awarded the Lamport Trophy for juniors in the series; Sparky Graham the Beth and Faith Israel Trophy for the high point skipperette; O'Malley the First Challenge Trophy, awarded to the skipper finishing best among those sailing in the nationals for the first time.

Gordon Gsell

"COTTON BLOSSOM IV" SWEEPS THE "VINEYARD"

► Walter Wheeler, Jr's, 30-year-old 71-foot Fife-designed yawl *Cotton Blossom IV* beat her arch rival, DeCoursey Fales' *Niña*, and 56 other starters in the loneliest of all Stamford-Vineyard Races. A damp thick fog covered the 231-mile course virtually from start to finish, with the result that few boats saw more than one or two rivals the entire time after darkness set in a couple of hours after the start Friday, Aug. 31.

While the pea-souper spoiled the fun of watching progress against rival boats it was a blessing in hiding the horrendous calm spots some of the boats fell into. With no way of telling how one was making out, it was comforting to visualize others experiencing similar light going and to imagine oneself in good shape.

Winner of the 231-mile Vineyard Race, "Cotton Blossom IV," (above), picked the right spots in spite of heavy fog. "Carina" (right) sailed through foul tides to first in Class B

Rosenfeld photos

Class C winner was Capt. John T. Vatis' new centerboard yawl "Katingo," shown here at the start of the American Y.C. Cruise

I "watched" the race from the inadequate vantage point of my 30-footer *Memory* which we sailed hard in light going to 41st place, yet never realizing till the end that we had been so thoroughly skunked. Race post mortems gave the picture of how the winners did it.

After starting, *Cotton Blossom* reached down the middle of the Sound passing 1½ miles off Rocky Point and intending to try to make The Race before the tide turned against her. Off Orient Point, however, when the wind lightened and, headed, she tacked for the Gut, sighting and crossing *Niña* by a couple of lengths. When she tacked back to starboard the wind faired and increased, causing Wheeler to try for the Race after all. It was the right decision and one that clinched the race for *Cotton Blossom*. She passed Race Pt. in slack water and reached off for the Lightship many miles ahead of *Niña* which had gone through the Gut.

Having brushed off *Niña* and the smaller boats which would surely miss the tide, *Cotton Blossom* was virtually home free. Sailed hard and well the whole way, she rounded the Lightship at 9:15 Saturday morning, ran back to hit the tide exactly right in the Race that afternoon and finished all by herself at 0320 Sunday morning with the fleet strung out behind her all the way back to the Buzzards Lightship!

Indicative of how *Cotton Blossom* earned her victory, however, was the fact that she set her spinnaker for the short run from The Cows to the finish, when many less hard driven boats would not have bothered. *Niña* finished an hour and 32 minutes later to take second in the fleet.

In a sense there was no third. Dick Nye's Rhodes-designed *Carina*, though finishing third boat for boat and walloping Bill Snaith's *Figaro* for Class B honors by four hours, was so hampered by hitting the tide wrong both going and coming that she was more than two hours behind *Niña*.

In Class C, Capt. John T. Vatis' new Tripp-designed centerboard yawl *Katingo* did an outstanding job. Reaching the Gut at 4:00 A.M. Saturday she elected not to try to buck the strong current there but instead drove off toward The Race and broke through, dodging the rocks between Little Gull and Great Gull at 06:15. Headed thereafter, she tacked away from the Rhode Island Shore for the North Buoy at Block Island, was then lifted and reached for the Buzzards, rounding well up in Class B at 1700. Coming home, she went South of Block Island, bucked through the Gut against a foul tide at 0200 Sunday and then played the Long Island Shore home.

(*Continued on page* 118)

U. S. RETAINS HARMSWORTH TROPHY

► William Waggoner's *Shanty* continued her all-winning career by capturing the British International (Harmsworth) Trophy on the Detroit River on Aug. 25, 27 and 28. Lt. Col. Russ Schleeh drove her to victory in two of the three races, thus successfully opposing the Canadian challenge of Bill Braden at the wheel of Gordon and James Thompson's *Miss Supertest*.

Supertest set a record never equalled by the many challengers who have visited this country in the 36 years we have continuously held the B.I.T.—she finished every race in the contest.

If records could be granted for determination and raw courage, Bill Braden would have broken them all for his handling of *Miss Supertest*. The Rolls-Royce-powered Canadian boat is big (31 ft. in length, with a weight of more than three tons). She is the most powerful single-engined race boat ever to compete (3,000 hp.). And, for some reason, she is possessed of a wobbling, corkscrew action—sometimes combined with a porpoising motion.

Braden was subjected to a severe shaking in each of the three races, reaching a climax in the third event. On each succeeding lap of that finale Bill became more weary and ill. After crossing the finish line he shut off the engine and collapsed in the cockpit. He was rushed to the hospital and treated for shock and exhaustion. Fortunately no internal injuries developed and he was discharged the next day.

Supertest was over first at the start of the opening race, Aug. 25, and held her lead through the first turn. Early on the first backstretch Schleeh passed Braden. As soon as the Canadian craft was compelled to ride in *Shanty's* wake, she became a nearly-unmanageable thing. Schleeh continued to increase his lead for the remainder of the 35 nautical mile race, although his speed was diminished lap after lap. *Shanty's* average speed for the race was 94.772; *Supertest's* 89.313.

William Waggoner's "Shanty I," thunders down the home stretch to take the Harmsworth trophy

Gellatly

On Aug. 27, the second race again saw Braden lead over the starting line, although Schleeh was close behind and moving faster. *Shanty* went out in front before reaching the first turn and rounded the first lap at a Harmsworth record speed of 110.357 (old record of 102.676 set in 1950 by Lou Fageol in *Slo-mo-shun IV*).

But *Shanty* ran barely a mile after completing that first round before a gear in her accessory housing quit. *Supertest* completed the race at a conservative pace to average 83.258 and even the series.

The decisive third race was run on Aug. 28. Even after a 30-minute postponement the race course was too rough for comfort in an unlimited hydro. For the third time Braden beat Schleeh to the start, and this time he was most reluctant to give up the lead. For three-quarters of that first lap *Supertest* showed her heels to the American boat.

Then Schleeh made his bid, moved into first spot and stayed there. *Shanty's* first lap speed was 97.869; *Supertest's* 96.672. From that point on the smooth-riding Waggoner entry toured the course with ease, while Thompson's impressive challenger beat her driver mercilessly.

DETROIT'S SILVER CUP

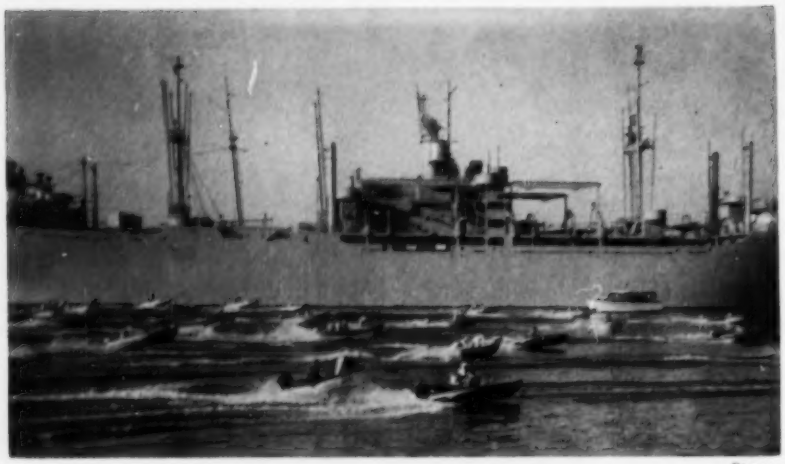
► Four boats, survivors of a fleet of eight local unlimiteds, came out on the Detroit River for the final heat of the Silver Cup (The O. D. Mulford Memorial Trophy) and only two completed the final 15 miles as Don Wilson drove George Simons' *Miss U.S. II* to victory. Horace Dodge's *Dora My Sweetie*, with Jack Bartlow driving the hydroplane (which looked like something from an old print alongside the three-pointers) finished the final heat. No records were broken in this annual Detroit Y.C. event around the three-mile course but boats and parts of boats were.

In the final, Joe Schoenith's *Gale VI* with her two Allisons, with Lee Schoenith driving, couldn't get going. *Gale IV*, another Schoenith entry, with Roy Duby at the wheel, failed to finish. She had the fastest lap of the day as her solace, 96.103 m.p.h. in the second heat.

Miss U.S. II finished with 1100 points, *Gale VI* 800, *Dora My Sweetie* 652, Bud Saile's *Miss Wayne* 300, *My Sweetie*—(another Dodge boat) 300, Chuck Thompson's *Short Circuit* 169, and Simons' *Miss U.S. I* nothing.

My Sweetie flipped and sank in the fourth heat, throwing her driver, Joseph (Doc) Terry, who was slightly injured. The heat was halted when *My Sweetie* flipped (she had not been recovered at this writing) as patrol boats let loose pinkish smoke flares. Fred Alter, driving *Miss U.S. I* was leading *Gale IV*, driven by Duby, when they were stopped by the flares. Neither knew of the mishap to *Sweetie* nor that Terry

"Miss U.S. II" won this heat and the Silver Cup at Detroit



Stevens

The start of the 316-mile Stockton-Redding Marathon, won by Dave Hart, of Temple City. See "San Francisco Bay News" for details

was floating unconscious in the water.

Miss U.S. II won the first heat in 89.79 m.p.h. with a best lap—her first—of 92.903 m.p.h. She was followed by *Short Circuit* and *My Sweetie Dora*. In the second heat *Gale IV* led *My Sweetie*, as *Miss U.S. I* failed to finish. *Gale IV* eased in with a 68.711 m.p.h. In the third heat *Gale VI* led *Miss U.S. II* in an exciting race with *Dora* a lagging third. *Gale VI* had a 90.545 m.p.h. for the 15-mile heat with a fastest lap, the third, at 93.442 m.p.h. *Gale IV* won alone in the fourth heat as *Miss U.S. I* failed to finish. *Gale IV* had a clocking of 86.663 m.p.h. and a best lap for the day of 96.103 m.p.h. In the final and deciding heat Wilson, a 26-year-old Dearborn redhead, coasted in to win with a 73.108 m.p.h. ahead of *Dora*.

George E. Van

DOUGLASS REPEATS IN THISTLES

► Gordon Douglass of the Mentor Harbor Y.C., designer of the Thistle class and its 1955 national champion, repeated this year in the 11th national Thistle championships at Mentor Harbor, O. Aug. 20-25, with 41 boats competing.

Douglass, sailing *Paukie*, Thistle No. 1, didn't win a single one of the five races but he was remarkably consistent. Douglass took two seconds, a fourth, a fifth and a ninth for a total of 203 points. Only two and a half points behind Douglass was Jim Hendrickson of the Sandusky S.C., sailing *Blac Jac*. Hendrickson took two firsts, a second and a fifth, but a 19th in the third race cost him the title.

Whimsy, skippered by Sam Merrick of the Bay Head (N.J.) Y.C. won the first race, with *Blac Jac* second and *Hoot Mon*, Dave Minton, Leatherlips Y.C., third. *Petronella*, sailed by Ralph H. Farrant of Washington, D.C., took the second race with Hendrickson taking second and *Red Witch*, Jack Beachem, Atlanta Y.C., third. Howard Robins of

(*Continued on page* 119)

EDGEWOOD TAKES NEW ENGLAND JUNIOR CROWN

► Capt. Ronnie Boss, from Narragansett Bay, sailed the Edgewood (R.I.) Y.C. crew to the New England junior championship off the Squantum Y.C., Quincy, Mass., Aug. 20-21. The event was a Sears Cup semi-final.

The five-crew event, sailed in Thistles, resolved into a struggle between Edgewood and Eastern, champion of Massachusetts Bay's North Shore. Boss lost an early lead when Eastern won the third and fourth races, to enter the final contest with 15½ to Edgewood's 14¼ points. In the finale, Boss sized up an impending wind shift and capitalized on it to win.

The final scores: (1) Edgewood (Narragansett Bay) Ronald Boss, 19½; (2) Eastern (No. Shore, Mass. Bay) Jonathan Wales, 16½; (3) Sorrento (Maine) Sturgis Haskins, 14¼; (4) Wessagussett (So. Shore, Mass. Bay), Joseph Carven, Jr., 12; (5) Stage Harbor (So. Mass.), Michael Westgate, 11.

Leonard M. Fowle

HOOD WINS NEW ENGLAND SENIOR TITLE

► Frederick E. "Ted" Hood won the New England Senior Sailing Championship for the Charles Francis Adams Memorial Trophy, Aug. 27-28, in Yankee One-Designs, at the Nantucket Y.C. The event serves as a semi-final of the N.A.Y.R.U's Mallory Cup competition.

Hood, from Marblehead, took 18¼ points on two firsts, one second, a third, and a fifth in light to moderate winds. George O'Day, of Marblehead Frostbite, defending champion; Charles Leighton, Southern Massachusetts titlist from Stage Harbor; and Tom Hazlehurst, Narrangansett Bay champion from Edgewood, finished with identical records and 15¼ points each; but, by tie-breaking devices, second, third, and fourth places were settled in the order in which the skippers are named above.

Leonard M. Fowle

POLHEMUS IS RAVEN CHAMPION

► Bob Polhemus, sailing *Renown*, took the national championship of the Raven Class in a five-race series at Oyster Bay, L.I., Aug. 28-30. *Renown*, of the Noroton, Conn., fleet, ran up a 152¾-point series score, with *Sea Sails IV*, Carter Sales, of Detroit, second with 149¾ and *Quoth*, Charles Kingsley, Jr., of Huntington, L.I., third with 145¼. P. James Roosevelt, 1955 champion, in *Old Crow*, finished just out of the money with 141¼ points and fourth place among the 32 contenders.

Polhemus, who with Bob Billmeyer as his first mate has been one of the top skippers in the class ever since it appeared on Long Island Sound, took a fourth place in the opening race and two seconds the following day—all in rather light and fluky going—to lead by less than three points going into the last day. The weather turned into a fresh, wet easterly that morning and Polhemus

Rosenfeld

Winner of the New York A.C's Harry Jackson Memorial Trophy Race was "Marlin," owned by Lawrence J. Riordan, Richmond County Y.C. (S. I.) His error was .9945

and Billmeyer sat their combined 400 pounds up to windward and won the fourth race. In the finale they adopted the conservative course of keeping their highest-scored competitors covered, settling for a ninth place that gave them the series.

Each of the four top series boats won a race, as did Bob Smith, another Noroton skipper. Roosevelt's hopes of defending his title faded with a 12th place in the third race, after being carried wide off the course by another boat on one reaching leg. Other leading scores in the series were (5) *Sleipnir*, Allan Mooney, 129; (6) *Dauntless*, 125¾; (7) *Lucky* R. O. Luchtenberg, 121; (8) *Skua*, Frank Jahn, 118; (9) *Thunderbolt*, L. B. Benkert, 115; (10) *Vinky*, Henry M. Duys, Jr., 105.

Brisk breezes and a chop made things wet for the 17 entries in the Snipe Nationals on Alamitos Bay, Cal. Ted Wells (right), Kan., battles it out with Terry Whittemore, Conn. Clark King won the title, as reported in the September issue, page 147

Beckner

Bob Polhemus' "Renown," the eventual winner, from Noroton, Conn., and "Chumlette," from Detroit, await the start of the seventh Raven Nationals off Oyster Bay, Long Island

Mooney

FRIEDRICHS L-16 CHAMPION

► G. Shelby Friedrichs, of New Orleans's Southern Y.C., won the Luders-16 international championship in a series Aug. 20-22 in which nine crews represented clubs scattered from southern California to Bermuda and from the Gulf to the Great Lakes. The Indian Harbor Y.C. of Greenwich, Conn., was host club.

The New Orleans crew won the first three races, and though they finished sixth in each of the last two they wound up the series with 35 points to 30 for the runner-up crew from the Chicago Y.C., headed by Maxwell Evans, who won both the last day's races. Others were (3) Newport Harbor, Cal. (Ruth Haskell), 25; (4) Western L.I.Sd. (Stuart Arnold), 25; (5) Grosse Ile, Mich., (Peter Pederson), 23; (6) Indian Hbr. (Souther Whittelsey), 22; (7) Bermuda Sail Boat Club (Brownlow Eve), 19; (8) Royal Bermuda Y.C. (James W. Kempe, Jr.) 18; (9) Lake St. Claire (Fred J. Fisher), 17.

Following this event Llew Gibbons, Cyril Cooper, Peter Richold and Kempe, as skippers of a four-boat Royal Bermuda Y.C. team, defeated an Indian Harbor quartet, three races to two, in a closely contested series for the Aberfeldy team race trophy.

FROMME TAKES REBEL TITLE

► Ludwig Fromme, of the Toledo (Ohio) Sailing Club, with a first, second and fourth places for 71¼ points, won the seventh annual championship of the National Rebel Class Assn., off the Toledo Yacht Club Aug. 18-19. Only the winner's extra quarter-point gave him the title, as Bruce Goldsmith, of Devil's Lake (Mich.) Y.C., with a second-third-second series record, finished with 71 points.

The 16-foot fiberglass boats turned out 25 strong, from eight states, for the title series. Other leaders in the series were James Voorhees, Hillsdale, Mich., 69¼; Dr. T. A. MacNeal, Hillsdale, 59; and Dr. Robert Wilson, Greenville, O., 57¾. Wilson, the 1955 champion, and Voorhees each won one race in the fresh breezes of the second day.

JOHN G. ROBINSON

SEATTLE WINS SEARS CUP

► The famous mug presented by Commodore Herbert Sears in 1921 has a new resting place in the Corinthian Y.C. of Seattle, and young Alan Holt and his crew of Fred Ray and Steve Banks will go down in history as the first West Coast team to win the Sears Cup.

The races were held off the Lord Reading Y.C., some eight miles west of the host Royal St. Lawrence Y.C. on Lake St. Louis, near Montreal, where the racing water is better than at the latter. Lord Reading supplied a snug harbour, club facilities and free meals to all the contestants and officials. The teams this year represented every section of North America except Mexico.

On Sunday, Aug. 26 trial races were arranged to give the young sailors a chance to sail the Y class sloops. The St. Petersburg, Fla., crew headed by John Jennings won the practice race.

Monday morning, the first race started with light to moderate winds and clear skies. Seattle, closely contested all the way, won this race, with Buckeye Lake, Jim Dressel, skipper, second followed by Hamilton, Monmouth, St. Pete, Edgewood, Larchmont and Chicago. The second race was held right after lunch in lighter air and this time the Monmouth, N.J., crew headed by Steve Perkins took and kept the lead with St. Pete in second place, followed by Hamilton, Seattle, Chicago, Edgewood, Larchmont and Buckeye. Monmouth and Seattle were now tied for first with Canada's Royal Hamilton Y.C. crew, steered by Bob Jocelyn, a close third.

The Tuesday morning race was going well until the last leg when jib halyards parted on two boats, making a resail necessary. The resail was won by the Larchmont, N.Y., crew headed by Tyner Corning, followed by Hamilton, St. Pete, Chicago, Buckeye, Edgewood, Monmouth and Seattle. Cumulative scores now showed Canada in the lead with 19 points and Florida second with 17.

Wednesday was again clear and the wind light. At times it was almost a

Seattle's winning, grinning Sears Cup team included Frederick A. Ray, Stephen Banks, and Alan C. Holt (skipper)

drifter, but it was possible to run off three races and thus get back on schedule. Edgewood, R.I., with Ronnie Boss as skipper, won the fourth race with Seattle right behind, and Chicago, Hamilton, Larchmont, St. Pete, Buckeye and Monmouth following. Canada still led with 24 points and Seattle and Florida had 21¼ and 20 respectively. In the fifth race Seattle and Florida pulled ahead with a second and first to tie with 28¾ points leaving Hamilton with 25 and the next-best Edgewood with 22¾. The day's third race saw Buckeye take first place followed by Seattle, Edgewood, Larchmont, St. Pete, Chicago, Hamilton and Monmouth, and now Seattle was in the lead with 35¼ points to Florida's 32¼ and Edgewood's 28¾.

Thursday was cold and pouring rain. The Florida crew felt the weather, as did several of the others. The wind was off shore, strong and shifty. This was the first miserable weather of the series, but it was sailable and the races went on. The order of finish in the seventh race was Seattle, Monmouth, St. Pete, Larchmont, Edgewood, Buckeye, Hamilton and Chicago and it certainly looked in the bag for Seattle with 43½ points to Florida's 38¾. The next was Larchmonth with 32¾.

However, Florida walked away with the final race and Seattle slipped to sixth, and thus the series was tied between Seattle and Florida with 46¾ points each. What to do now? The judges, D. M. Jemmett, H. Clay Stier, and Lawrence Dana, found that each team had beaten the other four times. They looked at first places and found that each crew had two. So it boiled down to second places, of which Seattle had three and the Florida crew only one, which gave Holt and his Seattle crew the Sears Bowl. Final standings were: Seattle (Alan Holt, skipper) 46½; St. Petersburg, Fla. (John Jennings) 46½; Edgewood, R.I. (Ronnie Boss), 36¾; Royal Hamilton, Ontario (Bob Jocelyn), 36; Chicago Corinthian (Jay Doty), 35⅔ths; Monmouth, N.J. (Steve Perkins), 35¼; Buckeye Lake, Ohio (Jim Dressel), 33¾; Larchmont, N.Y. (Tyner Corning), 30¾.

Seattle took the Sears Bowl and St. Petersburg the Judges Cup; in the Shipshape competition Chicago was first and Edgewood second. There were no fouls or protests in the series and the deportment of the crews throughout was such that their parents could be proud of them. None of the crews had had previous experience in Y Flyers, so all were even on that score.

ARTHUR H. THOMSON

THE I.L.Y.A. SCOW CHAMPIONSHIPS

► Transparent mainsails and jibs, swing music from the head judge's boat and a silver platter for head judge Verner Smythe were all a part of the windy 54th annual Inland Lake Yachting Assn. regatta at Oshkosh, Wis. Aug. 20-24. When it was all over, the boats from Calhoun Y.C. in Minnesota had swept the first three places in Class D, and Lake Geneva, Wis. skippers had won the championships in Classes A and E. And a boat and skipper from the Missouri Y.C. won the Class C championship without taking a first place all week.

Whispering Hope was the boat from Missouri, sailed by Dwight Westholt, that took the Class C catboat championship, with three fourth places and a fifth in the four races completed. C. B. Goes of Lake Geneva, with the *Pike XI*, and Barbara Seidel of Pine Lake, Wis., in the *Gallundesprung*, were second and third respectively in Class C.

Transparent sails made out of Mylar material flapped in the Class E competition where Buddy Melges of the Lake Geneva Y.C. was the winner, sailing *Jinny V* to three firsts, a second and a fourth in medium to heavy breezes. Tom Ferris, also of Geneva, sailing *Tow Head*, was second in Class E and Maynard Meyer from Peewaukee, Wis., placed third with *Piranha*.

Calhoun skippers dominated the Class D competition all week. John Dyer, sailing *Der Fuhrer*, was first, Bud Foulke aboard *Optimist* was second and Bob Mork in *Sinbad* was third.

As for the 38-foot Class A scows, Bill Grunow, Jr., of Geneva, racing *Val-Lo-Will*, won the championship on two firsts, two seconds and a third. R. H. Larson of Neenah-Nodaway, with *Sea Gull II*, placed second and Bill Kellett, also Neenah-Nodaway, was third with *Last Chance*.

This was the fifth straight regatta in which Verner Smythe of the Pequot Y.C. of Southport, Conn., has served as head judge. For his efficient service through those years he was presented with a silver tray. John Pillsbury, Jr., of Minnetonka, was elected commodore of the I.L.Y.A. for the coming year.

JIM BYRNE

PLEON WINS MANHASSET CUP

► Commodore John Adams and his *Snooky* ended a 30-year quest by the Pleon Y.C. for the historic Manhasset Bay Challenge Cup off Marblehead, Aug. 27-29. *Snooky* tallied 35 points with a first, fourth, and fifth to edge *Halfhitch*, challenger, under charter to Richard Ronan of the Larchmont Y.C., in Long Island Sound's strongest bid to regain this trophy since Don McNamara won off Larchmont in 1953.

The opening race of the 32nd match for the trophy was sailed in a 12-knot south-southeast breeze and won by *Swifty IV*, representing the Eastern Y.C. and owned by Steve Smithwick. *Swifty* won by 28 seconds from the Corinthian Y.C's defender, *Gitana*, with Don McNamara at her helm. The second race was sailed in fluky northwest condition. On a short initial windward leg, John Adams put *Snooky* in front of the fleet, but running off-shore under spinnakers, Mort Bromfield's *Challenge* worked a wind shift into a 30-second lead at the next turn as Ronan's *Halfhitch* moved up to third. The trio ran back to the finish under spinnakers as several skippers gambled that the off-shore wind would again prevail near the finish. However, Adams held to the rhumb line, and *Snooky* slipped across 36 seconds ahead of *Halfhitch* as *Gitana* tumbled to tenth.

The final race, in a moderate easterly wind, gave the racers two windward legs on a shallow triangle. Ronan put *Halfhitch* out in front of the fleet on the beat to Newcomb's Ledge Whistler, with Adams and *Snooky* turning second. On the long run, Bob Sides' *Spray* passed both boats to win; and coming home to windward Ronan tried in vain, in a tack-for-tack duel, to put the necessary pair of boats between him and *Snooky*. *Halfhitch* finished third behind Fred Kelley's *Like Sixty*, but *Snooky's* fourth clinched the trophy for Marblehead's junior club.

The final points were: (1) *Snooky*, John Adams, Pleon, 35; (2) *Halfhitch*, Richard Ronan, Larchmont, 34; (3) *Swifty IV*, Stephen Smithwick, Eastern 29; (4) *Spray*, Robert Sides, Eastern Point, 27; (5) *Like Sixty*, Fred Kelley, Falmouth, 25; (6) *Gitana*, John McNamara, Corinthian, 24; (7) *Challenge*, Morton Bromfield, Marblehead Frostbite, 23; (8) *Roxy III*, Howard Sey-

mour, Manhasset Bay, and *Leading Lady*, Edward Sturgis, Manchester, 22; (10) *Lark*, Roger Bakey, Union Boat, 16; (11) *Beanie*, Harry Bean, Boston, and *Flare*, Allan Stevens, American, 15; (13) *Swami*, Robert James, Cohasset, 13; (14) *Wayward*, Robert Danforth, South Boston, 10.

LEONARD M. FOWLE

MACNAUGHT WINS 110 CROWN

► Malcolm MacNaught, 19-year-old Yale sophomore sailing under the colors of the Hingham (Mass.) Y.C. fleet, won the 13th annual championship of the International 110 Class jointly sponsored by his organization and the neighboring Hull Y.C., Aug. 20-24. Almost throughout the series, MacNaught in *Black Cow II* held the upper hand, combining one first, two seconds, and a pair of fifths for 160¾ points.

The new champion–Cornelius "Glit" Shields, Jr. was unable to defend his 1955 crown due to commitments with Uncle Sam–finished with a 1¾-point lead over Leigh Quinn's *My Tern* of the Hull fleet, whose record was two wins, a third, fourth, and eighth for 158¾. Third was Peter Coggins' *Oh No!* from New Hampshire's Lake Massabesic with 150 points.

Sixteen fleets sent 34 entries to the five-race championship which, to avoid any local advantage from winds and tides on landlocked Hingham Bay, was held in adjacent waters. The first four races were in open water off Nantasket Beach, the final contest on Quincy Bay.

Massachusetts Bay provided an excellent breeze (almost too much on one occasion) for every race. In an eight-knot southeaster the first day MacNaught and *Black Cow* escaped from the coverage of Pete Coggins' *Oh No!* on the second windward leg to win by a minute and a half. A southeast rainstorm provided the backdrop for the second race, in which the wind at one time reached 18 knots. With the three leaders coasting down the long Atlantic rollers, New England champion Francis Charles of Hull in *Jester* gained a single-second victory over MacNaught's *Black Cow* with Henry Cook's *Green Hornet*, also of Hingham, another second astern. Charles won the third race by 43 seconds over Patrick O'Neal's *Shillelagh* of Larchmont. Quinn and MacNaught, caught to leeward by a wind shift, did well to climb back to third and fifth positions in a race composed mainly of reaching.

The fourth and fifth races were taken by *My Tern*. The fourth sailed in a grand southeast breeze of upwards of 18 knots, proved a duel between *My Tern* and Harold Balcom's *Quien Sabe* from Tampa, which led over most of the course but was caught on the final spinnaker run. MacNaught's *Black Cow* regained the series lead when *Jester* dropped to 20th on being caught with a light crew and a full sail. In the final race, in a westerly breeze on a double triangle, *Black Cow* escaped *My Tern's* coverage to pick up valuable places and shadow the Hull boat for the remainder of the contest. *My Tern* won by 13 seconds, with *Black Cow* second, and that spelled the title.

The points and fleets of the leading contenders follow: (1) *Black Cow*, Hingham, 160¾; (2) *My Tern*, Hull, 158¾; (3) *Oh No!* Lake Massabesic, 150; (4) *Jester*, Hull, 145¾; (5) *Shillelagh*, W.L.I.S., 142; (6) *Raven III*, Corbett Walsh, Hull, 136; (7) *Quien Sabe*, Tampa, 131; (8) *Stedfast*, Stedman Amory, Marblehead, 117; (9) *Green Hornet*, Hingham, 111; (10) *Ebony Lady*, Dick Howard, Cohasset, 110.

LEONARD M. FOWLE

"I keep dreaming we're docking in a squall and there's nobody to take my bowline — that's when I wake up screaming"

Yachting 25 YEARS AGO

► Some racing results: Mike Cudahy, Beverly Y.C. was winning skipper in the Sears Cup series held under N.A.Y.R.U. auspices. . . . *Colleen*, sailed by Joe Watkins and Bill McHugh, won the Star Internationals. . . . *Naiad*, Cyril Tobin, of San Francisco, won the Pacific Coast Six-Meter title. . . . Big winners on the N.Y.Y.C. cruise were *Sachem*, Rowe Metcalf, and *Andiamo*, W. K. Shaw. . . . A Royal St. Lawrence team whitewashed Barnegat Bay in Class E scows in Barnegat's home waters.

AND 40 YEARS AGO

► Early experiments were made with the new "marconi" rigs in Addison Hanan's Class P sloop *Nahma* and the Owen-designed Q boat *Ruweida*, but their gaff-rigged rivals beat them handily. . . . Class P sloop *Ahmeek*, sailed by Charles Francis Adams of the Quincy (Mass.) Y.C. won the Manhasset Cup off Greenwich, Conn., against such rivals as *Anita*, George P. Granbery; *Joyant*, C. D. Mallory, and *Nahma* (with her gaff rig). . . . Volunteer patrol squadrons of privately-owned motorboats were maneuvering in company with naval craft, with an eye on Europe's war.

RACING CALENDAR

SAIL

East

Oct. 7, 14, 21—Fall Series, Annapolis Y.C., Md.
Oct. 13-14—Harry Hall Tro., Essex, Conn.
Oct. 16-20—Snipe, Western Hem. Races, Bermuda.
Oct. 27-28—Ulmer Bowl, Annapolis, Md.

Gulf Area

Oct. 6—St. Petersburg-Clearwater Race, Fla.
Nov. 8—Tampa-Ft. Myers Race.
Dec. 7—Tampa-Tarpon Springs Race.

West

Oct. 20—Golden Gate Race, San Fran., Cal.
Oct. 28-Nov. 3—Hawaiian Invitation Week.

Abroad

Nov. 26-Dec. 5—Olympic Games, Port Philip Bay, Melbourne, Australia.

POWER

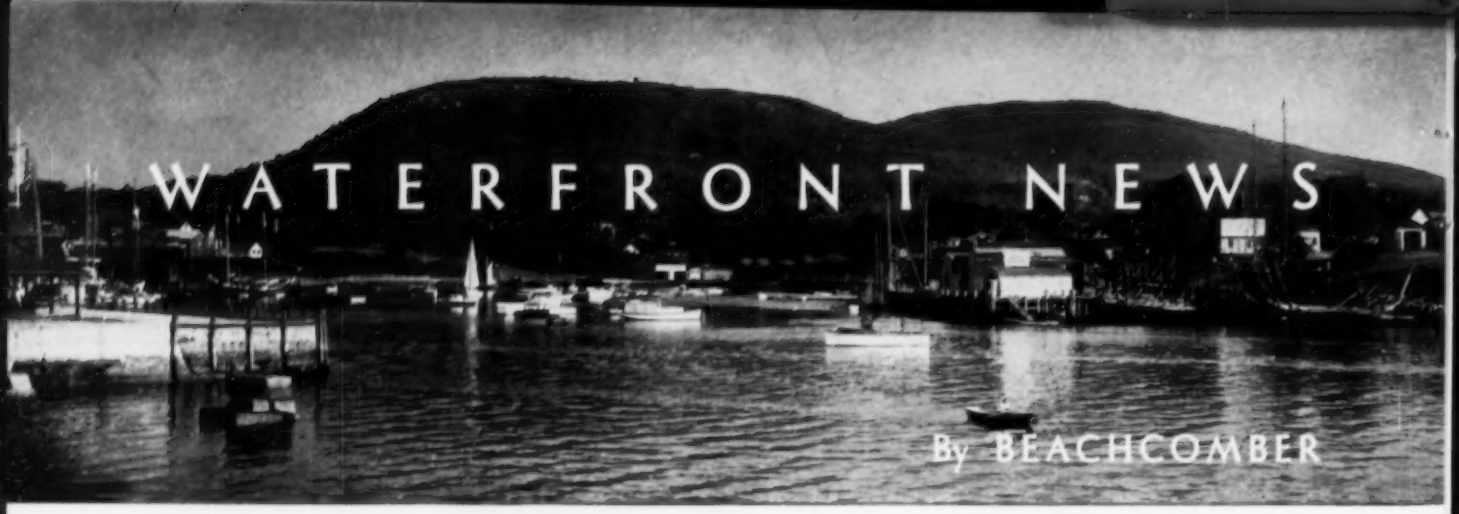
Oct. 6-7—Madison, Ind. (I-O).
Oct. 7—Stock Outboard Mara., Needles, Cal.
Oct. 13-14—Lake Mead, Nev. (I).

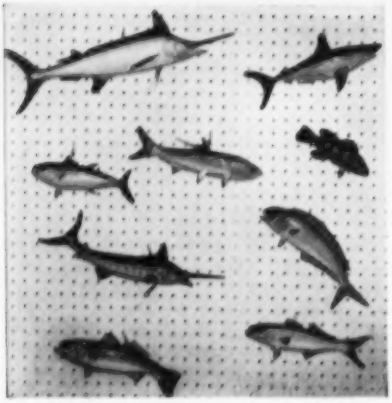
Predicted Log Contests

Oct. 6—Cruiser Race, Vallejo Y.C., Cal.
Oct. 28—Gilmer Tro., Portland, Ore.

I.C.Y.R.A.

Oct. 6-7—Danmark Tro., U.S. Coast Guard Ac., New London, Conn.; 13-14, Queen City Fall Invit., Cincinnati, O.; 20-21, Michigan Fall Invit., Ann Arbor, Mich.; 20-21, Nevins Tro., U.S. Merchant Marine Ac., Kings Point, N.Y.; Nov. 3-4, Schell Tro., Tufts Y.C., Medford, Mass.; 17-18, War Memorial Tro., Navy A.A., Annapolis, Md.; 23-24, Angsten Tro., Chicago Y.C., Ill.; Dec. 1-2, Marvin-Gorman-Byrd Tro., George Washington U., Washington, D.C.; 15-16, Pacific Coast Dinghy Chp., Newport Harbor Y.C., Balboa, Cal.; Jan. 1, Rose Bowl Reg., Los Angeles, Cal.





Beautifully detailed and delicately colored fish models

HAND CARVED FISH

► Replicas of favorite game fish add an interesting note to a panelled den. Those illustrated are accurate to just about the last detail—even expression, and color. They vary in size and price from $21.50 for the 18" white marlin (top left) to $4.50 for the 6" Sea Bass. These make excellent trophies. More price details from The Mariners Mart, Maidstone Boat Yard, East Hampton, N.Y.

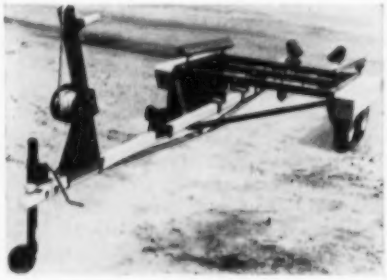
To lock your valuables aboard

NAUTICAL GLOVE COMPARTMENT

► For small valuables that you don't want to haul ashore with you each evening, Magic Tool, Inc., has devised a glove compartment which can be inserted in the dashboard on your cruiser. It measures 11¾" by 3¼" and comes complete with lock and key. $22.50, f.o.b. Magic Tool Inc., 7800 A. St., Hayward, Cal.

TRAILER FOR INBOARDS

► Fleetmaster trailers made by Alloy Marine Products Inc., of Algonac, Mich., now feature a model which handles inboard boats up to 18' long, as well as outboards. A series of adjustable keel rollers along the tongue of Model 1890, plus twin transom rollers provide keel and transom support. Four foot adjustable cradles support the hull along it's motor bed. The trailer weighs 515 lbs., is 19' long. Geared winch, front wheel jack and tail light are standard.

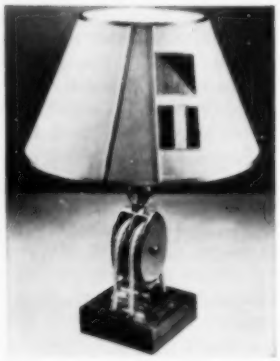


Ample support along the engine bed

PLEXIGLAS HATCH

► More light below decks is provided by the 19½" heavy duty plexiglas hatch from Aluminum Marine Hardware Co., Inc., Auburn, N.Y. The deck and cover frames are of nautalloy, with neoprene gasket for a watertight seal when battened down. Dimensions are 19½" × 20½" width at back and 17⅛" at front. $89.50.

A plexiglas and nautalloy hatch



Your initials in code on the shade

NAUTICAL LAMP

► A handsome lamp for the cabin, or for the skipper's den at home, is this one made from a block, with 12" shade of natural linen brightened with two or three code signal initials. Made to your order, two weeks delivery. Height is 17", $27.50. Hammacher-Schlemmer, 145 East 57th St., New York, N.Y.

Sport jewelry for a fisherman

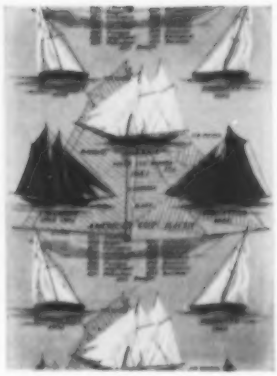
NAUTICAL JEWELRY

► Masculine jewelry with a nautical touch—which the ladies will swipe if they can. The fish fly cufflink set is in full color hand-painted on imported crystals. The fishhook tie clip comes in silver or gold-colored finish. The Cufflinks are $5.00, and the fishhook tie clip, $2.50. Inquire from D'Barry Corp., 325 5th Ave., New York, N.Y.

MODEL TUGBOAT KIT

► A gift for the model maker in your family is the realistic tugboat model which comes in kit form, complete with ball-bearing electric motor with propeller, shafting, neutral, forward and reverse controls. Its power is flashlight batteries and the weight of the motor won't affect trim of the hull. Miniature crew figures are also available. Called the Despatch 29 kit, it's $6.00, including motor unit. The motor alone is $3.00. From hobby shops or Pyro Plastics Corp., Pyro Park, Union, N.J.

The convertible lamp or lantern is kerosene-operated. A handsome nautical decorator fabric (right)



The motor unit (above). The tug (below)

KEROSENE LAMPTERN

► Excellent for home or shipboard use when electricity is a problem and desirable always in an emergency, the brass kerosene lamp has a dual role, hence its name, "lamptern." With 13" parchment shade, it is a decorative lamp; with shade and chimney removed and bail in place, it is a handy lantern. 20" high with chimney. $10.95 ppd. Sturbridge Yankee Workshop, 147 Brimfield Turnpike, Sturbridge, Mass.

OIL PRESSURE ALARM

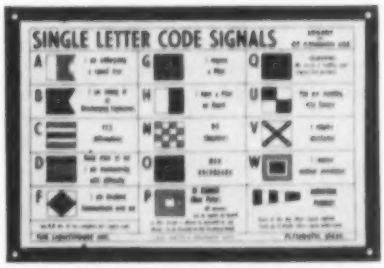
► Watchdog of an engine's oil pressure system is an alarm developed by the Marine Div., of Instrument Associates, 551 Great Neck Rd., Great Neck, N.Y. Installed in the oil lines, the alarm buzzes or flashes a light, or both, when the pressure drops to the danger level. Prices are: pressure alarm, $9.95; signal light, $4.95; buzzer signal, 6-volt, $3.70; 12, 24, and 32-volt, $6.70.

ELASTIC SAIL STOP KIT

► From Elliot Clarke, Hamburg Cove, Lyme, Conn., comes a new idea in sail stops to save you steps and time in tying down the main. You furl your sail in the usual way, then reach across the boom, grasp the shock cord lace line and pull it over the sail and hook into the brass clip on the side of the boom. The Sail Stop kit includes 20' of shock cord, 6 guides and 5 clip hooks of polished brass, with brass screws and is suitable for booms of 20' or less. Sets for longer booms may be ordered. Standard set is $9.95 from the above.

CUP DEFENDER FABRIC

► A handsome print for home, club or cabin decoration is a new fabric from the Cheney, Greef line. Five America's Cup defenders are depicted, plus a list of winners form the design which is handprinted on 36" cotton in four colorings and is available through decorator departments, or inquire from Cheney, Greef Co., Inc., 150 Midland Ave., Port Chester, N.Y.



To learn your signals and codes at a glance

PLASTIC SIGNAL PLAQUES

► Handy to have plainly visible on a bulkhead, and decorative too, the plastic signal and phonetic alphabet plaques are useful gifts for your boat-owning friends.

The single letter code signal plaque shows the 14 "urgent or of common use" international code of signals, in full color. The plaque size is 4" × 5½", 75¢ each or three for $2.00.

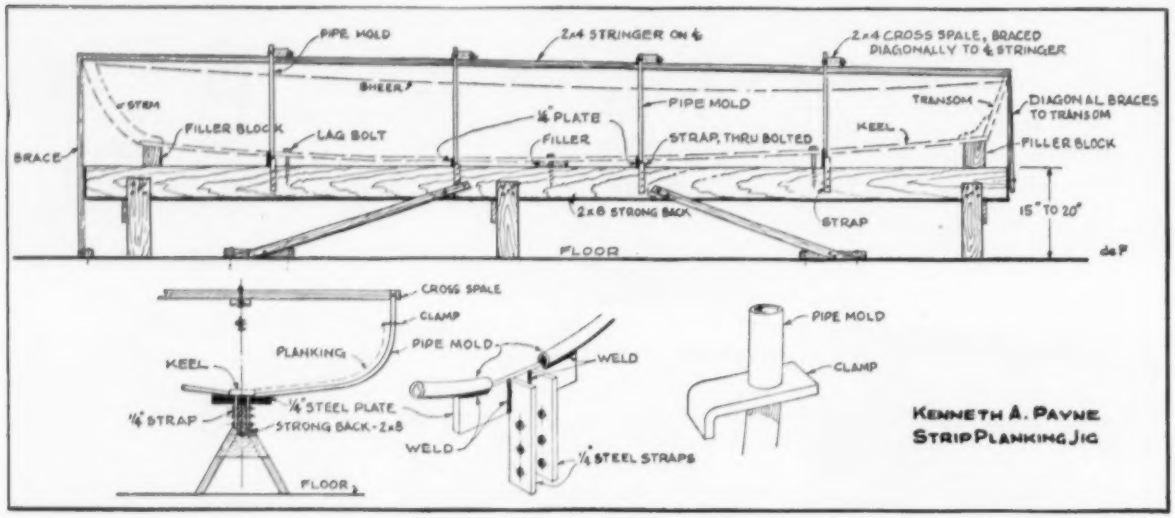
The new phonetic alphabet (adopted Mar. 1 last) and Morse Code plaque is in black and white, also 4" × 5½", 50¢ or 3 for $1.25, from The Lighthouse, Inc., 17 Court St., Plymouth, Mass.

AUTO-HOME SHAVER

► Shavers get handier all the time, and more and more adaptable to your particular boat's voltage. No longer is there excuse for that cruise-grown beard. The Auto-Home Shaver by Remington Rand comes complete with an adapter that snaps into a lighter socket. A flick of a voltage switch on the side of the shaver converts it from 110 volts to the voltage you wish of 6 or 12. At dealers. It's the Remington 60 de luxe Auto-Home Shaver, at $31.50.

Remington's adaptable shaver (left). Sail stop unit (right)

GADGETS & GILHICKIES



A Strip Building Jig Setup Designed by Kenneth Payne

► The jig shown here was used in building 20′ sloops for the U.S. Marine Corps at Parris Island and worked very well. The pipe used for the molds was ¾″ I.D. heavy-wall galvanized conduit tubing, which proved sufficiently stiff yet bent easily to the required shapes in a standard three-legged plumber's vise, made for the purpose.

Describing the setup the designer says:

"In constructing a mold, a pair of pipe frames were bent cold to each station on the body plan. The sheer, designed waterline and a diagonal were marked on the pipe with a hacksaw. The pipes were cut off where they butted against the keel and several inches above the sheer line to allow ample space for the cross spale.

"The ¼″ centerplate was then laid out directly from the body plan on the concrete mold loft floor. In laying it out the bottom of the plate was taken at the baseline (top of strong back), and the top from the underside of the keel. At exactly the width of the keel, the plate was jogged down enough to bring the top of the pipe mold (when resting on the centerplate) in line with the outside face of the planking. These centerplates were cut by torch; straightened and then faired with a portable grinder.

"We had laid out on the floor a center and a base line, marked the sheer, designed waterline, diagonal, fairbody, and the sectional outline of the strong back for each mold station. The bent pipes were set on these marks, and the centerplate put in position and shimmed up so that it came to the centerline of the pipe. The pipes were weighted to prevent shifting, and a few tack welds made between pipes and plate. After a re-check for alignment, the whole assembly was securely welded.

"The ¼″ × 2″ straps were cut to required length and drilled to take three ¼″ bolts for securing them to the strongback. The straps were then placed in position on edge on the centerplate so that they would fit accurately on each side of the strongback as outlined on the floor. They were tack welded, checked for squareness and then securely welded. The whole unit was checked for distortion and flatness on the body plan, then bolted to a 2 × 4 cross spale to prevent springing. (The top of the pipe mold should run up enough above the sheer to allow the underside of the cross spale to clear the sheer line by several inches. It simplifies the setup if the cross spales are in either a straight fore and aft line or a fair and gentle curve from stemhead to transom.) Before bolting the cross spales to the molds the clamps described later were slipped over the pipes.

"The molds were then bolted to the strong back at their respective stations. The keel with stem and transom attached, was sprung into place in the molds and secured by through-fastening with lag bolts into the strong back. The transom and stem were trued up, braced, and a 2 × 4 stringer run from stem head to transom under the cross spales. Each mold was plumbed and secured by a bolt passing through the stringer and cross spale. The molds were then squared, levelled, and secured by diagonal braces to the stringer and the overhead. We carefully marked and through-bolted this setup, so it could be removed and re-setup with a minimum of lost time.

"To hold the planks snugly against the mold we made some clips out of 2″ strap iron. A hole sized to make a sliding fit on the pipe was drilled. The distance from the far side of the hole to the inner face of the clamp should be slightly less (about 3/32″) than the combined thickness of the pipe and planking. Because of the loose fit, this clamp engaged the strip with a wedging action when it was slid down the pipe and clamped the plank snugly against the mold. We had to experiment with several clamps to get just the right size hole and spacing, so they would function properly at the turn of the bilge and yet not be too slack on the straighter sections of the mold.

"As we started to plank up the hull, all went smoothly until we noticed a tendency for the blanks to spring away from the mold several blanks below the one being worked on, particularly at the first mold. This tendency was overcome by bending a square-headed 3/16″ bolt into a J shape; drilling a ¼″ hole alongside the pipe mold through a plank in the center of the offending area; slipping the straight portion of the bolt through the hole from outside and snugging down the nut over a ¼″ plywood pad on the inside. The bolt's curved tail, with the aid of the square head, gripped the mold pipe nicely. We didn't have to do this on all molds, only when the planking was going faster than the glue was setting. After the hull was all planked and the glue had set, the bolts were removed. The planking showed no tendency to come away from the molds anywhere.

"When planking was completed, the interior was sanded and the floors, bulkheads and bedlogs fitted. Then the sheer and waterline were transferred to the hull from the saw marks on the mold. The cross spales and bracing were

(*Continued on page* 117)

W. T. Waggoner Jr.'s *SHANTY-I* successfully defending Harmsworth Trophy for the United States. Driven by jet pilot Russell Schleeh, *SHANTY* was sparked by Champion . . . used the same set of Champions for all three heats.

Champion-equipped Shanty-I wins Harmsworth Trophy!

Silver Cup and all classes in Buffalo APBA Regatta—from the smallest to the largest—won by Champion-sparked boats—plus a new world's record in 266 hydro class!

In race after race, the boats that roar to victory are the ones that use full-firing Champion Spark Plugs with the Powerfire electrode to coax the last drop of power and performance from their screaming engines.

There is no more rugged test of marine plugs than full-throttle racing—and experienced skippers and mechanics know that to get continuous full power without a miss, they need spark plugs they can depend on. That's why they choose Champions. Try them!

Experienced skippers choose

CHAMPION

SPARK PLUGS

CHAMPION SPARK PLUG CO.
TOLEDO 1, OHIO

George Simon's *MISS US-II* leading a field of 8 starters to take the Silver Cup. Driven by Don Wilson, the big hydro was Champion equipped.

Burnett Bartley Sr.'s *WILDCATTER*, Champion sparked, took the 7-litre hydro title at Buffalo. All winners used Champions.

Bill Hodgson, of Toronto, Canada, piloting the *MISS O'KEEFE* to a world speed mark, for the 266-cubic inch hydroplane class, of 125.281 mph. The spark plugs were Champions.

► The Harmsworth Race in Detroit over August's final weekend produced several items of intelligence not carried by the daily press.

Item 1—Detroit's five-nautical-mile course is obsolete as a locale for racing modern unlimited hydros. Shaped like a drunken squash, cursed by rollers created by the two-knot current, and unsafely breeze-roughened most days of the week, it is no fit place for racing anything hotter than stock outboards.

In the interest of safety the committee removed several course buoys which were invisible to the drivers blinded by the setting sun. The fact that this outlawed the course for record purposes is of little importance because the remaining buoys were equipped with such light anchors that they were frequently dislodged by wind, wake, or human tampering.

Item 2—The camp of the challenger was in a state of dignified turmoil as chief adviser Danny Foster and driver Bill Braden disagreed as to the reasons for *Supertest's* dangerously poor course action. Owners Gordon and Jim Thompson sided with Braden on the logical basis that it was his neck that was being risked in the race. If the Canadian team had come with a hull capable of as fine a performance as *Shanty's* it could have been the race of a lifetime.

Item 3—Before the start of the third Harmsworth Race, the water was very rough and weather reports held hope for nothing but more of the same, plus thunder showers. The U.S. and British representatives on the three-man race committee both favored postponement until the following day. The Canadian member, however, apparently feeling that *Supertest* was a better heavy weather boat than *Shanty*, was adamant in wanting the race held in any weather except rain. The U.S. member finally capitulated and the race was run. Ironically, *Supertest* behaved badly in the rough going and punished driver Braden inhumanly. *Shanty* and Russ Schleeh rode the bad going seemingly without turning a hair.

► There are many reasons why comment on the 49th Gold Cup race had better be deferred until a later issue of this magazine. Chiefly—this copy is going off to the printer a scant 72 hours after the running of the race and those 72 hours have been most thoroughly occupied with such things as writing the account of the race, presiding at the Gold Cup Contest Board meeting, and answering countless phone calls from unhappy individuals.

Perhaps by next month we will be able to sort facts from opinions and try to tell what really happened to whom.

► Seattle's Seafair Race—the one for the $25,000 cash purse—was every bit as distinguished a performance as any of the five Gold Cup races conducted there in the past half-decade.

The best estimate of total attendance ranged from 500,000 to 600,000. More than 1,000 pleasure craft were moored to the log boom—at a substantial fee per boat. Among the many distinguished spectators was boss-man of the Strategic Air Command, General Curtis LeMay, who came to watch his "boy," Lt. Col. Russ Schleeh, drive a boat race. And Schleeh—who holds the trans-continental speed record in a jet bomber—showed the General how to set records on water.

See the new DE-122
DEPTH SOUNDER
at these authorized
RAYTHEON DEALERS

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Cooke & Co. **Stamford:** Fairfield Marine North, Inc. **Stonington:** York Marine Radio. **Stratford:** Town Radio & Marine, Inc. **Waterford:** Waddy's Dock. **DELAWARE—Lewes:** Marine Electronic Service. **Wilmington:** Rawlins & Kinkade, Inc. **D.C.—Washington:** Washington Marina. **FLORIDA—Clearwater Beach:** Clearwater Marine Sales. **Clearwater:** Reynolds Radio & TV, Inc. **Daytona Beach:** McMahon Radio & TV Co. **Fort Lauderdale:** Broward Marine, Inc.; Rodi Boat Co., Inc. **Fort Myers:** E. A. Tubbs. **Fort Pierce:** Melton Marine Supply. **Jacksonville:** Jacksonville Marine Radio. **Key West:** Stephenson Marine Electronics. **Lantana:** Lake Worth Marine Ways. **Miami:** Florida Precision Instrument Co.; Rich Electronics, Inc. **Pensacola:** Gulf Marine Supply Co. **St. Augustine:** Superior Marine Radio. **St. Petersburg:** Modern Marine, Inc. **Sarasota:** Holiday Harbor Marine Supply. **Tampa:** Industrial-Marine Electronics Co.; River Heights Boat Yard, Inc.; Mackay Radio & Telegraph Co. **West Palm Beach:** John Rybovich and Sons Boat Works. **GEORGIA—Atlanta:** Sanford Electronic Marine Equipment Co.; **Savannah:** Mackay Radio & Telegraph Co. **ILLINOIS—Chicago:** Chicago Marine Co., Inc.; Chris Craft Boat Sales, Inc.; O. R. Martin Co. **INDIANA—Michigan City:** Williams Boat Mart. **KENTUCKY—Bellevue:** Southern Ohio Marine Co. **LOUISIANA—Cutoff:** Rebel Air Radio Co. **Gretna:** Calzada's Radio & TV Sales & Service Co. **Houma:** R. W. Long Electric Service. **Lake Charles:** Lindsay Marine Service. **New Orleans:** Electronic Services, Inc.; Mackay Radio & Telegraph Co. **Patterson:** Marine Construction Co. **MAINE—Boothbay Harbor:** Watson's Radio Service. **McKinley:** Hollis G. Reed, Inc. **South Portland:** Harris Electronics Corp. **MARYLAND—Annapolis:** John Trumpy & Sons, Inc. **Baltimore:** Mackay Radio & Telegraph Co.; Stickell Marine Products Co. **Edgewater:** Anchor Boat Sales. **Glen Burnie:** Douglas & Ryan, Inc. **North East:** Bay Boat Works, Inc. **Ocean City:** William T. 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Robbins. **Salem:** Jaynes Auto and Marine Supply. **West Newton:** Lee Loumos TV & Appliance Co. **MICHIGAN—Grand Haven:** North Shore Marina. **Hancock:** Smith's Super Service. **Harbor Springs:** Walstrom Marine, Inc. **St. Clair Shores:** Cooper Chris-Craft, Inc. **MISSISSIPPI—Biloxi:** Biloxi Machinery & Supply Co. **MISSOURI—St. Louis:** Harbor Point Boat & Dock Co. **NEW HAMPSHIRE—Laconia:** Goodhue's Boat Yard. **NEW JERSEY—Atlantic City:** Lawrence Smith. **Beach Haven:** Cranmer's Marine Radio. **Brielle:** Butler Marine Radio. **Cape May:** Mueller Electronics Div. of Shomaker, Inc. **Clark:** Mackay Radio & Telegraph Co. **Fort Lee:** Wilson's Marine. **Madison:** H. F. Beane. **Union City:** Tra-Mar. **Riverside:** Dredge Harbor Yacht Basin. **NEW YORK—Alexandria Bay:** Hutchinson's Boat Works, Inc. **Bayside:** Marine Electronics Co. **Bridgeport:** Gowing's Anchorage. **Brooklyn:** General Marine Repair Co.; Sutter Brothers Marine Basin, Inc. **Buffalo:** Rich Marine Sales. **City Island:** Geils and Forest Marine Electric Company, Inc.; Tivoli Radio & Marine Co. **Clayton:** George W. Mercier, Inc. **Cleverdale:** Scott M. Henderson, Inc. **East Rockaway:** Ackerly Marine Radio. **Endicott:** Phelps & Cornell. **Flushing:** M. F. Darcey. **Freeport:** Freeport Communications, Inc. **Geneva:** Seneca Marine Mart. **Great Neck:** Instrument Associates. **Greenport:** East End Supply Co. **Ithaca:** Freeman's Motor Marine. **Mayfield:** Bennett Boat Co. **New Rochelle:** Diamant Marine Corp. **New York City:** Aero-Marine Radio Corp.; Manhattan Marine Co., Inc. **Port Washington:** Tivoli Radio & Marine Co. **Rochester:** J. E. Fogg. **Sag Harbor:** Sag Harbor Electronics. **Staten Island:** Electronic Sales and Service. **Watervliet:** Boating Center of Watervliet. **Youngstown:** Pierce Marine Corp. **NORTH CAROLINA—Bayboro:** Ensley's Radio Co. **Washington:** Pamlico Marina. **OHIO—Cleveland:** Cleveland Yacht & Supply Co. **Port Clinton:** Catawba Marine Sales. **OREGON—Astoria:** Radio Service Co. **Newport:** Radio Center. **North Bend:** Oregon-Pacific Co., Inc. **Portland:** Electro-Mechanical Co.; Mackay Radio & Telegraph Co.; R. E. Sells Marine Service; Staff Jennings, Inc. **PENNSYLVANIA—Philadelphia:** Commercial Electronics Service; Elisha Webb & Son Co.; Mackay Radio & Telegraph Co.; Nixon Co. **Pittsburgh:** Highland Seaplane Base, Inc. **RHODE ISLAND—Cranston:** Pawtuxet Marine Electronics, Inc. **Newport:** J. T. O'Connell, Inc. **Wakefield:** Hanson's Boat Yard. **Warren:** Blount Marine Corp. **Wickford:** Wickford Shipyard. **SOUTH CAROLINA—Charleston:** Coastal Radio Service. **TENNESSEE—Memphis:** Hirsch Electronics. **Texas—Aransas Pass:** H. J. Patterson Electronics Co. **Brownsville:** DuBose Marine Radio. **Beaumont:** Straughn Radio & Electronic Service. **Freeport:** Corbitt Marine Ways, Inc. **Galveston:** Electric Supply Co. of Galveston, Inc.; Mackay Radio & Telegraph Co. **Pasadena:** Southwestern Communications. **Port Arthur:** Mackay Radio & Telegraph Co.; Texas Electronics Co. **Port Isabel:** Marine Mart, Inc. **VIRGINIA—Bena:** Hogge's Radio Service. **Hampton:** Haldeman Marine Sales. **Norfolk:** Mackay Radio & Telegraph Co.; Paxton Co. **Richmond:** Richard N. Riley Yacht Agency, Inc. **Wachapreague:** Radio & Marine Service. **WASHINGTON—Anacortes:** Harris Engine & Equipment Co. **Bellingham:** Bellingham Engine & Equipment Co. **Hoquiam:** Marine Supply Co. **Longview:** Columbia Radio Service Co. **Port Angeles:** Port Angeles Marine Supply. **Seattle:** Electric Service Co.; G. & L. Marine Radio; Mackay Radio & Telegraph Co.; Nordby Supply Co.; Northwest Instrument Co., Inc.; Northwest Marine Radio Co.; Seattle Marine & Fishing Supply Co. **Tacoma:** Industrial Marine Co.; Tacoma Boat Mart. **WISCONSIN—Manitowoc:** Capt. John J. Jordan. **Marinette:** Marinette Marine Corp. **Milwaukee:** Electronic Communications Service, Inc. **Sturgeon Bay:** Baudhuin Yacht Harbor; Peterson Builders, Inc. **ALASKA—Cordova:** Marine Electric Service. **Juneau:** Parsons Electric Service. **Ketchikan:** Service Electric Co. **Pauloff Harbor:** Sanak Trading Store. **Petersburg:** Trading Union, Inc. **Sitka:** Triune Service. **Wrangell:** City Motor Service. **CANAL ZONE—Balboa Heights:** Tropical Electronic Sales & Service Co. **BRITISH COLUMBIA—Vancouver:** S. & T. Sales, Ltd. **CANADA—Grand Mansa, N.B.:** County Radio & TV Sales & Service. **Montreal:** R. H. Samson Co.; Gabriel Aero-Marine Instruments, Ltd. **NEWFOUNDLAND—St. John's:** Charles R. Bell Ltd. **NOVA SCOTIA—Halifax:** Gabriel Aero-Marine Instruments, Ltd.

RAYTHEON MANUFACTURING CO.
Equipment Marketing Department, Marine Sales
WALTHAM 54, MASS.

RAYTHEON

NOW

when your boat comes out of the water, install the

RAYTHEON DE-122 DEPTH SOUNDER TRANSDUCER

Pay only $29.95

Save time!

Save money!

BUY THE TRANSDUCER NOW: install it while your boat is *out* of the water—in minutes. Pay only $29.95 now and the balance for indicator in easy installments over the winter months. Or pay $119.50 next Spring when your boat goes back into the water. Total cost—only $149.50 for a top-quality depth sounder.

INSTALL IT IN MINUTES

Shown here is the DE-122 transducer. This compact unit is installed in the hull of your boat and sends a sound beam to measure depth. Installation couldn't be easier—all you do is drill a 13/16″ hole, insert transducer and fairing block and tighten bolt. Transducer is not affected by outdoor winter storage. Next Spring, you attach the indicator in a few minutes and you're ready for safer, more enjoyable boating then you've ever had before.

Ask your Raytheon dealer to show you the DE-122. He will be happy to demonstrate the unit and arrange for easy terms.

DE-122
Depth Sounder Indicator

RAYTHEON DEPTH SOUNDER —Model DE-122

This compact unit accurately shows depths from 2-120 feet for navigation, safety and fish-finding. Only 7x8x6½″, with low battery drain of 2.5 amps at 6 volts; 1.5 amps at 12 volts. Easy to install and operate.

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Excellence in Electronics

RAYTHEON MANUFACTURING COMPANY

A-1930

Equipment Marketing Department, Waltham 54, Mass.

Look in the Yellow Pages of your telephone directory under "Marine Supplies" for your local Raytheon dealer.

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BEST FOR *EVERY* PURPOSE

'VINY-LUX' Bottom Paints are vinyl based paints suitable for wood, metal, plastic and fibreglas.

'INTERCLUB' Yacht Racing Bronze makes a smooth, fast bottom for both power and sail boats.

'SINGAPORE' Antifouling Bottom Paint and Boottopping. The strongest antifouling composition available.

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YACHT RACING BOTTOM FINISH is an extra hard, quick-drying enamel for racing boats. Not antifouling.

'INTER-COP' Bottom Paint is a moderately priced copper paint with excellent antifouling properties.

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WATERLINE STRIPING PAINT in brilliant colors that withstand repeated scrubbings.

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International Paint Company, Inc.

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WORLD'S LARGEST MARINE PAINT MAKERS

Two television stations, between them employing some dozen cameras, carried the race-day program "live" on a sponsored basis. During the days of comparatively dull qualification runs, both stations would interrupt whatever show they had on the air to cover the antics of each would-be qualifier. We frankly lost track of the number of radio networks and independent stations doing virtually the same thing.

The race itself, worked on the double-draw system, produced four qualifying heats and the final. Thus the public saw 150 miles of racing while no individual boat had to run more than 90 miles. Between heats the crowd was kept amused by both the Navy's Blue Angels and the Air Force's Thunderbirds who seemed to try to out-stunt each other.

Seattle saw the first use of two new Gold Cup rules—one requiring all drivers to present evidence of having recently passed a physical exam equivalent to that which the C.A.A. demands of student pilots, and one calling for new drivers to pass an oral exam given by the referee. Both worked well.

Of the 17 boats on hand, 13 completed their three qualifying laps and all 13 exceeded 100 m.p.h. in so doing. Engine mortality was high, both during qualifications and during the race. The competitors seem to have learned how to keep hulls and power plant accessories together, but are trying to pull too much horsepower out of their Allisons. Many are using king-size superchargers, some have increased the supercharger gear ratio, compression ratios have been boosted, more and bigger carburetors added, and "hot" fuels are common. The boats are running faster but they're stopping oftener.

During the pre-race doings Bill Cantrell was misquoted as having referred to the novice race drivers as "plumbers." Appropriate corrections and apologies followed, but not in time. Novice drivers in the pits soon appeared with large badges labeled "Plumber."

It was even rumored that some Seattle plumbers were wearing badges captioned "Driver."

► Lou Fageol, famous unlimited driver now retired, divided his time at Seattle between television and newspaper commentary and exhibiting a boat powered by one of his new VIP 44 engines, a vertically-mounted inboard power head driving through an outboard-type under water unit.

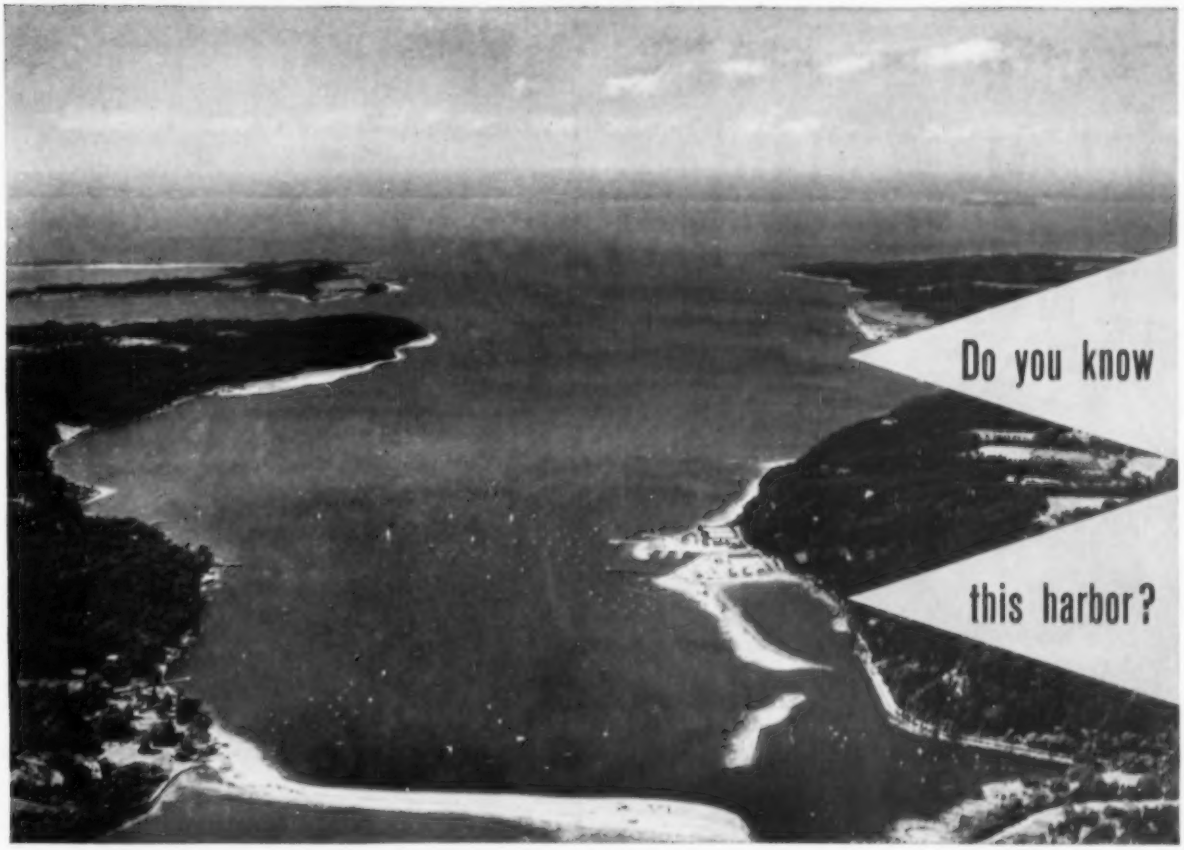
► Canada moved into the world speed record picture on July 22 when the existing one-mile record for 266 hydros was shattered by two residents of our neighbor to the north. Running over the Bay of Quinte at Picton, Ont., both drivers urged their craft to speeds in excess of the four-year-old mark of 121.703 held by Californian Bobby Sykes.

Victor in the duel was Bill Hodgson, who wheeled *Miss O'Keefe* to a two-way average of 125.281 m.p.h. Ironically, the man who built up the motor for the new record-holder was none other than former possessor Sykes. Also breaking the standing mark, but missing Hodgson's effort by about one mile, was Francois Lavigne.

► Champion Spark Plug Co. recently announced a new plug for outboard racing engines. Designated the K-58R, the new model is made in 18 mm. size and features a one-piece shell. It replaces the old familiar model R-28.

Inserted in the shell is an extra-strength insulator so sealed as to minimize gas leakage. The insulator nose diameter has been reduced, giving greater clearance volume at the firing end of the plug. This is said to result in a broader operating range and less tendency to foul.

► By early August it appeared doubtful that the Salton Sea regatta, set for Oct. 21-22, could be run off as scheduled. National Championships in 135 hydro, E racing runabout and Crackerbox classes, earlier awarded to Salton, thus were in danger of being left entirely out of the 1956 racing picture. The Inboard Racing Commission quickly voted to transfer all three titular events to a regatta at Newport Harbor, Cal., on Sept. 16.



This popular Long Island harbor which was a whaling port a hundred years ago, is an especially fine anchorage for larger craft. A conspicuous lighthouse marks the entrance which affords practically no difficulty either day or night. From a mid-channel point off the light, a course of South magnetic leads almost all the way to the head of the harbor with no obstacles to avoid if you keep a reasonable distance from shore. Good holding in depths of 14 to 18 feet prevail quite generally over the entire area. Protection is quite complete except for the exposure to the northwest which can build up a considerable sea in a blow. The popular anchorage is off the east shore, well up the harbor where the Beach Club occasionally has a few guest moorings: This is Cold Spring Harbor, Long Island.

CHUBB & SON 1882

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See your Broker or Agent

Send for the new "ABC of Yacht Insurance", an interesting booklet explaining your insurance and containing many valuable suggestions for the proper care of your boat.

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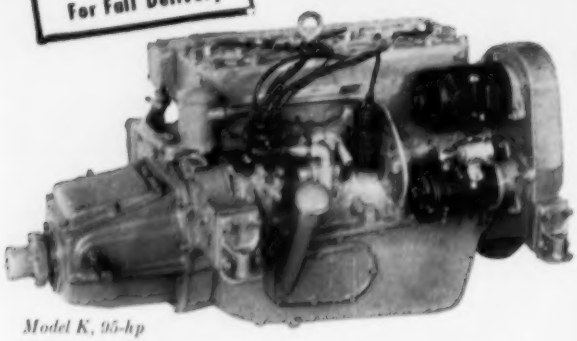
Powerful! Dependable! Performance-Proved!

CHRIS-CRAFT MARINE ENGINES FOR 1957

DEDUCT 10% For Fall Delivery



Model K, 95-hp Marine Engine

Here is an unprecedented opportunity to power your boat at tremendous savings with the world's finest, most dependable marine engines.

Now, for a limited time only, you can buy a new 1957 Chris-Craft marine engine and deduct 10% for Fall delivery. Choose from twenty-one models, 60 through 200 horsepower, with reduction drives and opposite rotation on most models. Each is thoroughly tested and performance-proved under all marine conditions for kit boats, work boats, fishing boats, cruisers, runabouts, yachts, utility boats, and auxiliary sail boats.

But, you must act *now* for these unheard-of savings. Offer will be withdrawn when Fall production schedules are filled. See your Chris-Craft Marine Engine Dealer today or contact us direct!

SAVE UP TO $269 (SEE SAVINGS CHART BELOW)

Model	H.P.	Drive	Price		Save
A	60	Direct	$ 699.00	DEDUCT 10% FOR FALL DELIVERY	$ 69.90
B	60	Direct	840.00		84.00
BR	60	2:1 Red.	999.00		99.90
BR3	60	3:1 Red.	1028.00		102.80
K	95	Direct	1109.00		110.90
KS	95	1½:1 Red.	1308.00		130.80
KR	95	2:1 Red.	1308.00		130.80
KL	105	Direct	1278.00		127.80
KLS	105	1½:1 Red.	1478.00		147.80
KLR	105	2:1 Red.	1478.00		147.80
KFL	131	Direct	1360.00		136.00
M	130	Direct	1536.00		153.60
MS	130	1½:1 Red.	1730.00		173.00
MR	130	2:1 Red.	1779.00		177.90
MCL	175	Direct	1893.00		189.30
MCLS	175	1½:1 Red.	2034.00		203.40
MCLR	175	2:1 Red.	2083.00		208.30
WB	200	Direct	2429.00		242.90
WBS	200	1½:1 Red.	2648.00		264.80
WBR2	200	2:1 Red.	2690.00		269.00
WBR	200	2½:1 Red.	2690.00		269.00

Prices, specifications and equipment subject to change without notice.

DEALERS: Valuable Chris-Craft Marine Engine franchises are available. Write for data.

Chris-Craft

MARINE ENGINE DIVISION, ALGONAC, MICH.

WORLD'S LARGEST BUILDERS OF MOTOR BOATS

The GAM

► Among the millions of people we don't envy are the members of the Cruising Club's measurement rules committee. For a year, now, we've been hearing that something should be done to level off the advantage given to centerboard boats by the C.C.A. rule. As it stands, this rule was written with the older sort of centerboard boats in mind—beamy, flat-floored and largely inside ballasted. Generally speaking, those boats were not as fast as comparable deep-keel, narrower craft—at least not in a race that involved windward work. But now the designers have caught onto the tricks of designing beamy, outside-ballasted, medium-draft boats with centerboards—boats like *Finisterre, Carina, Tioga, Revonoc, Figaro, Whisker* and many others—that will sail with deep keel boats in just about any weather.

Keel boat owners are beginning to weep plaintively about this, even though most of them freely admit that the modern type centerboarders are fine boats in every respect—accommodations, seaworthiness, convenience in cruising shoal water areas—and so should not be discriminated *against*. This winter the rules doctors are expected to come up with something that will even up the racing odds between the two types, yet will *not penalize* the roomier, shoaler draft boats.

In our British contemporary "Yachting Monthly," D. Phillips Burt expresses the problem aptly, in connection with recent changes in the Royal Ocean Racing Club Rule, British equivalent of our C.C.A. rule. He writes:

"The rule is a mechanism created to iron out the inequalities between different yachts . . . but, like other rating rules . . . it is also an influence on new design. It should open the way to the best originality, and do nothing more repressive than check clearly undesirable trends in design. It must encourage good progressive design, but not penalize the older and less good. It must contrive to do what no government has yet managed, and level up without leveling down. We must all sympathize with the committee."

► Hallelujah! Recently some joker was having great fun scaring bathers at a New York City public beach by "buzzing" them with his outboard skiff. And along came a police helicopter and herded the hot-rodder ashore, where another cop handed him a summons for disorderly conduct. All we need is a few thousand more heli-cops to clean up this menace.

► If the following be treason to boatyard operators, let them consult with Patrick Henry. Last spring hundreds—probably thousands—of yachts on the northeast coast were high and dry weeks after they should have been launched, due to poor painting weather and shortage of boatyard help: and because most yards held out for their prerogative of doing all the outside hull work. We suggest you boat owners hold out, this fall, for a clause in your contracts providing that if the yard can't get your boat ready to launch by a specified date, you have the privilege of doing the outside work yourself.

THE BOATSTEERER

HIGHWAY TESTED in long, hard, high-speed trucking runs...

WATERWAY PROVED in the hardest marine engine use...

For outstanding marine engine performance get Essolube HD motor oil for your boat!

Essolube HD motor oil has proved itself in truck engines during long, hard, grueling runs on U. S. highways such as the Pennsylvania Turnpike. This oil has what it takes for really *tough* automotive use!

This outstanding lubricant proved itself, too, in heavy-duty commercial fishing boat engines. Now, this product from Esso Research gives you top-notch engine performance for greater year 'round cruising pleasure.

A detergent-type oil designed for the *hardest* marine use, Essolube HD helps keep piston rings from sticking and fights both sludge and varnish. Next time you need oil, get Essolube HD for the *power-plus* performance that comes from a smoother, better-running engine!

Where a non-detergent type oil is desired ask your Esso Marine Dealer about Esso Motor Oil and Esso Outboard Motor Oil.

YOU CAN DEPEND ON

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MARINE PRODUCTS

MAY-CRAFT, one of America's master boatbuilders has chosen Weldwood Duraply for its 23-foot Cruiser.

New Plywood with Tough Overlay—

WELDWOOD DURAPLY

Cuts sanding . . . three coats of paint do the work of four!

Here's the solution to boat painting problems! Duraply—the new kind of plywood—has a weatherproof CreZon overlay that reduces most serious checking. Its velvet-smooth surface is ready to paint! Can eliminate primer or sealer. Three coats do the work of four, because Duraply doesn't soak up as much paint. Sanding between coats is minimized. Paint lasts longer on Duraply, too.

Duraply really can take it. It's twice as abrasion-resistant as ordinary plywood . . . by actual test. That's why your boat made of Duraply will withstand scrapes and rough docking, better.

Send coupon below for more information on Duraply—the wonderful new kind of plywood.

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Weldwood—The Best Known Name in Plywood

Look for this Weldwood Tag When you Buy a Boat or Kit!

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With the UNITED STATES POWER SQUADRONS

THE WAY TO WIN

► How to be a winner was illustrated at the annual piloting contest held by the Long Island (N.Y.) squadrons of Jones Beach, Captree, Great South Bay, Hempstead Bay, Patchogue Bay, and South Shore. Captree took the team prize for the second successive year in an event disputed so closely by 64 entrants that there were ties for both first and third place. This is the largest contest of its kind either within or without our organization. District 5, with 20 squadrons in the Chesapeake Bay-Delaware River area to draw upon, had 56 entrants in its piloting contest this year.

Beginning in 1954, Captree has held, in advance of the inter-squadron test, two contests for its members to give them knowledge and experience, at which times, if needed, help in compass compensation and calculation of ship's speed are provided. Plaques for first, second and third places in the local contests are awarded and the squadron presents mementos to members who enter these and the major event.

Individual results in the inter-squadron contest, held Aug. 18 at Patchogue, were: (1) Dr. David Kleiner, Jones Beach, *Glo-Net*, and Erik F. Nielson, Captree, *Prancer*, one second of error; (2) A. Volkmann, Jr., Patchogue Bay, *Lady Doris*, 5 s.; (3) Herman C. Dias, South Shore, *Honey*, and Arthur J. Perry, Hempstead Bay, *Jeanne C*, 12 s.

Nielsen's team mates were John L. Turner, *Casmar*, who had a 13-second error, and John T. Pulis, *Eastern Lady II*, 15 s. Pulis was on Captree's winning team last year, the others being Paul J. Gallant, *Saucy*, who placed second as an individual, and Charles M. Nelke, *Kay-Chuck*. Although the Captree team did not win in 1954, John Glasser, *Nite Owl*, took first place as an individual and Pulis took second.

► The second annual predicted log race for small craft—Class 1 and A both inboard and outboard—supported by Buffalo was an outstanding success. It not only drew 22 entrants, but the winner proved to be an outboarder—the kind of contender it was meant to attract—with a remarkably low percentage of error—.714 per cent. He was Henry W. Cronk, who piloted *Joy* to win the new eight-quart cup offered as first prize in the race, sponsored this year jointly with the Niagara Squadron and held over an eight-mile course on the Niagara River. Next best score, 1.32, was by Hans E. Wolter, *Ha Lee*, who earlier placed second in the Van De Mark Trophy log contest. Charles F. Christensen, Jr., *Betty C*, 1.64, was third. All are Buffalo men.

Thirty-six craft and more than 200 persons were on hand for the accompanying rendezvous. There was a charge of $1 a family—covering hot dogs, candy, pop and beer, which resulted in a small deficit—well worth it, according to Comdr. Edward L. Slepian, who believes the U.S.P.S. should pay more attention to the small boat owner.

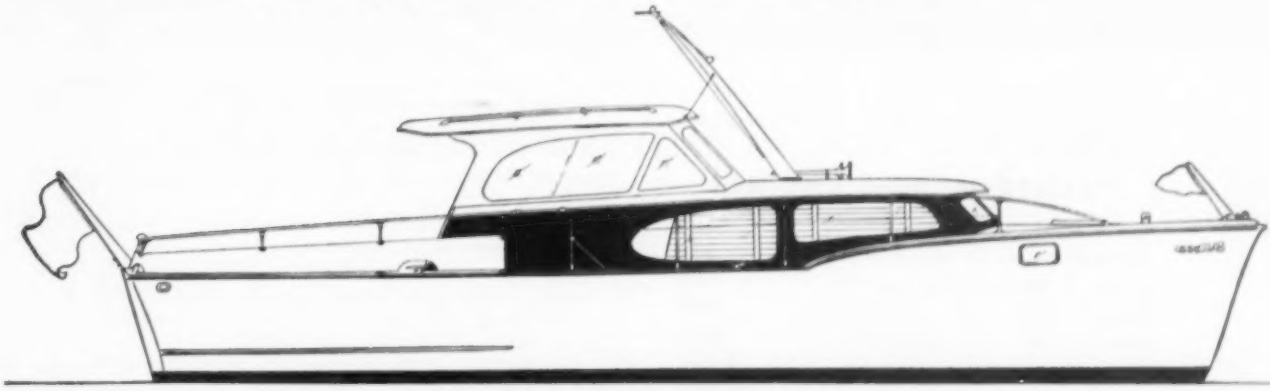
► The first international cruise sponsored by Pasadena brought 25 cruisers and more than 100 guests to Ensenada, Mexico. As a climax to an extremely active cruising season, Pasadena and their guests from the Los Angeles Squadron weighed anchor at Balboa and San Pedro on Aug. 25 and proceeded over smooth evening waters to San Diego. The next day the flotilla ran to Ensenada, where Harbor Master Robert Salozar spread out the welcome mat and presented the key to the city to Seymore Howland, the cruise chairman. Five days of fishing and exploring were followed by a final rendezvous at Ensenada and the flotilla returned to home waters.

L. B. N. Gnaedinger

SENSATIONAL SEAGOING LUXURY

RICHARDSON "43" MOTOR YACHT

Our most experienced owners, yachtsmen who set the most rigid requirements of performance in all kinds of going, acclaim the new Richardson "43" Motor Yacht as "Sensational". For here, in addition to the renowned seaworthiness of a Richardson, they find every facility available to satisfy their most exacting demands for luxurious living afloat. Below the spacious sundeck are two private staterooms with permanent berths plus built-in chests, vanities and hanging lockers. Large wall mirrors add to the beauty of these commodious quarters. Serving both rooms is a toilet which may be equipped with a stall shower. Forward is a large deckhouse with a lounge which makes a comfortable double bed. Ahead of the deckhouse is a sparkling galley and large dinette. In the forward area is another private stateroom with toilet facilities. Twin power selections, gasoline or Diesel, range from 150 to 250 HP each. Reduction drives and hydraulic clutch controls are standard for greater efficiency and easier maneuvering. For the ultimate in seagoing value and cruising luxury see your dependable Richardson Dealer or write the factory.



RICHARDSON CUSTOM "43" EXPRESS

Design drawing of the Richardson "43" Express, custom built to suit the requirements of Mr. Fred H. Rohr, well known West Coast industrialist and sportsman. Built on the standard Richardson "43" hull, she sleeps six and is powered by twin G. M. inclined 6-71 Diesels, has an Onan 3KW generating plant and electric refrigeration and cooking. Special equipment also includes a radio telephone, automatic pilot, radio direction finder and a fathometer. Expanded plant facilities now permit construction of a limited number of craft of this type. Your inquiry is invited. See your Richardson Dealer or write . . .

RICHARDSON *Cruisers of Tomorrow*

RICHARDSON BOAT CO., INC., NORTH TONAWANDA, N. Y.

LET'S THINK ABOUT ENGINES FOR '57

Is that old engine really good for another season? . . . Haven't you been getting "just another year" out of it for a long, long time?

The cost of one of the new Palmer Model IH Engines is much less than you think. These are the most modern, overhead valve design, made from the famous International Harvester Engine Blocks . . . low in price because they are produced in volume.

Whether you are buying a new boat or re-engining your present craft . . . be sure the engine is a PALMER.

PALMER MARINE ENGINES

MODEL BH 25—6 H.P. at 2500 R.P.M.	**$355**
MODEL IH 60—22 H.P. at 3000 R.P.M.	**538**
MODEL PH 134—60 H.P. at 3200 R.P.M.	**740**
MODEL IH 240—115 H.P. at 3400 R.P.M.	**895**
MODEL IH 264—125 H.P. at 3400 R.P.M.	**970**
MODEL IH 308—145 H.P. at 3400 R.P.M.	**1,165**
MODEL PH 339—145 H.P. at 3200 R.P.M.	**1,425**
MODEL PH 404—165 H.P. at 3200 R.P.M.	**2,035**

List Prices F.O.B. Factory
Model IH Engines made from International Harvester blocks
Send for folder fully describing "The Palmer Line"

THE PALMER ENGINE CO.
COS COB, CONN.

MANY CHANGES IN NEW JOHNSONS

(*Continued from page* 76)

neath the hood without drilling with small, ordinary tools.

Especially interesting to owners of larger Johnsons is the inclusion on the entire line of an automatic slip-clutch propeller drive, obviating the chore of replacing shear pins on 10, 18 and 35 hp. motors as well as those of smaller size.

All 1957 motors will feature a notched cutting edge to protect the propeller shaft from fouling by fishlines.

An automatic compression-relief system on the new 35s is said to result in pull-cord starting which requires less exertion than that demanded by many motors of half the horsepower.

The popular multi-tone color schemes have been given even more emphasis in the new Johnsons. The chrome-trimmed Javelin comes in iridescent gold and white. Other models continue to display reddish "holiday bronze" with an increased area of white trim.

All 1957 motors except the 3-hp. model are to have full silencing treatment, including rubber-mounted cushion drive, and will provide for snap-on connection of remote controls.

Johnson Motors, Waukegan, Ill.

SCOTT-ATWATER OFFERS UP TO 40 HP.

(*Continued from page* 77)

Increased compression is built into the re-styled 7.5-hp. motors, together with a new carburetor silencer.

The 5-hp. version will have a re-designed hood and a tilt-stop for easier handling.

Notable with the 3.6-hp. models will be new steering and carrying handles.

All but the smallest provide automatic boat bailing.

Scott-Atwater Mfg. Co., 2901 E. Hennepin Ave., Minneapolis 13, Minn.

NEW BREAKWATER FOR SEATTLE

► Seattle is assured of the construction of the long-sought Shilshole Bay breakwater as a result of a $400,000 appropriation for the project in the Public Works Appropriation Act recently signed by President Eisenhower, which permits the start of construction, probably early in 1957. Final cost may be as high as $3,600,000.

The breakwater providing a 10 to 15-foot deep basin in salt water just outside the Ballard locks, will measure 4,200 feet in length, and be 20 feet high above mean lower low water. The basin will comprise 73 acres, with the southerly part for fishing vessels and the northerly half for pleasure craft.

In 1955, the Ballard locks handled 64,931 boats, 34,573 of which were yachts. The breakwater will eventually solve this problem of the locks, as hundreds of boats will be moored in salt water, instead of above the locks. The Port of Seattle will take up where the federal government leaves off in completing the necessary facilities.

The building of the Shilshole Bay breakwater will be the most important marine development at Seattle since the construction of the Ballard locks early in the century. It will add greatly to the convenience of boating and the handling of commercial craft as well. Most important, it will take the pressure off the locks. It has been increasingly evident that one day Seattle's steadily growing boat population would be too much for the Ballard locks to handle. A shift of marine industries to the Shilshole area seems a logical future development. Yacht clubs will be affected, also.

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The Stephens 47'

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And aboard your Stephens the interior appointments are distinctively yours as well —reflecting your personal tastes in furnishings, fabrics and floorplan.

Stock 32', 36', 42' and 47' – Sedan or Flying Bridge

Designers and Builders of Custom Yachts and Sailing Craft—to 150 feet

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America's finest facilities for yachtsmen

EVERY CONVENIENCE IS YOURS

Only at Bahia-Mar do you find all these advantages for pleasant living aboard. Spacious easy-to-get-in slips. Patrolled, fire-protected concrete docks. Traffic-control tower and dock-master service to assist you. Marine supplies, fuels, and haul-out. Twenty-eight-store shopping center. Lockers and showers. Air-conditioned restaurant and cocktail lounge. Free parking, city bus, water taxi, and rent-a-car service. Electric, water, and telephone outlets at each dock.

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Bahia-Mar comprises 27 sun-swept acres between the Atlantic Ocean and Inland Waterway. You have Florida's finest beach only a short walk from your dock as well as tennis and shuffleboard courts. The nearby ocean inlet gives ready access to the Gulf Stream and famous deep-sea fishing. Fort Lauderdale offers 150 miles of waterways to explore. They wind through the City past beautiful homes out into the fringe of the Everglades.

Why not visit this yachting wonderland and Bahia-Mar this winter?

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Bahia-Mar Restaurant serves fine food.

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Bahia-Mar Yacht Basin is owned and operated by the City of Fort Lauderdale.

Bahia-Mar
FORT LAUDERDALE, FLORIDA

LESSONS FROM THE "ELDA" WRECK

(*Continued from page* 70)

might go off where there was oil or gasoline on the water, but I think that the value of the carbide light far outweighs this danger, particularly on a sailboat. We had one carbide water light and it was used, and seen by other contestants who did nothing about it.

While we are all grateful we got out and I hate to criticize, I do think that the basic rule of the sea should be stressed to all ocean racers. The water light which burned for about 15 minutes was reported noticed by two boats, and another boat approached so close in daylight that we were able to note a member of the crew looking at us through binoculars. None of these boats reported their observations to the committee boat when they finished.

In addition to having lines on the dinghy and the life raft, I suggest that in the event one sees or hears something which indicates that a boat is in distress, he should not assume that he is mistaken but go find out, or at least report anything of this nature.

HENRY A. WISE, JR.

Wilmington, Del.

MERCURY INTRODUCES A "SIX"

(*Continued from page* 77)

The new models, Mark 10 and Mark 75, as well as all other 1957 Mercurys will be built with anti-friction ball and roller bearings at every turning point within the engine. Waterproof magnetos and waterproofed sparkplugs are also standard equipment throughout. Each model has a one-piece gear case for sealing lubricant in and water out, as well as a propeller safety clutch in place of the shear pin type drive.

All 10, 20, 30, 40 and 60 hp. motors will be equipped with Dyna-Float engine suspension to isolate engine vibration and noise from the boat and relieve transom stress.

Kiekhaefer Corp., Fond du Lac, Wis.

EVINRUDE FEATURES MORE POWER

(*Continued from page* 76)

constructed so as to permit the propeller to slip momentarily when an obstruction is hit. A stainless steel drive pin replaces the familiar brass shear pin.

Of particular appeal to fishermen is the incorporation of a new device which will tear or cut stringy weeds or lines which might otherwise wrap around and become entangled between the propeller and the gear case, with possible damage to the shaft seal.

The entire line is treated for salt water use. Motors require no fresh water flushing at any time during a season's operation.

In general, 1956 improvements have been retained and refined, including the elliptical starter pulley for easier hand cranking. Similar developments have been made with Evinrude's aquasonic sound-proofing.

Color schemes will feature the familiar "Evinrude blue." Panels will be in charcoal while the side wing, which was formerly charcoal, will become aqua-white. A new, longer-life enamel will be used.

Evinrude Motors, Milwaukee, Wis.

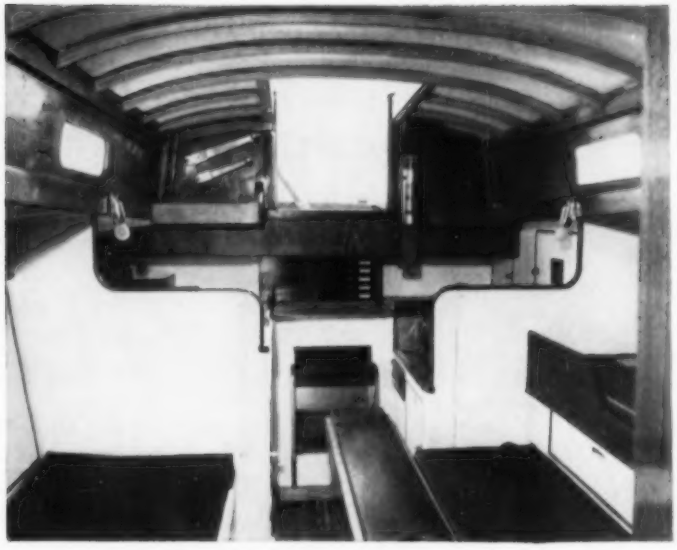
DETROIT BOAT SHOW

► From February 2 to 10, 1957, Detroit's National Guard Armory will be the scene of the first Boat and Marine Show to be held in this city. Sponsored by The Detroit News, the show is being handled by the Detroit Boat Show, Inc., 16738 E. Warren, Detroit 24, Mich.

Alden Boats

distinguished in any fleet since 1909

Malabar Sr.



This outstanding auxiliary richly deserves the name MALABAR — the most famous name in yacht design for the last forty years.

Building abroad under Alden supervision, MALABAR SR. combines the time-tested features of Alden design, quality Dutch construction and the best in American hardware and fittings.

The MALABAR SR.'S already delivered have met with instant success, and have proven an ideal design for comfortable cruising and racing with a roomy, self-bailing cockpit, enclosed head and large convenient galley.

Orders are being accepted now for 1957 delivery. LOA 33'3" LWL 24'2" sleeps four comfortably. Favorable C.C.A. rating, EVERDUR fastenings, MERRIMAN rigging, UNIVERSAL engine. Built by A. Le Comte Co., Inc., Holland.

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Her measurements approach the ideal, but only when you see her, will you believe such beauty and livability could be combined to provide solid comfort for 4 to cruise so luxuriously, in a ship of this size.

Make an appointment today to see the Temptress, but allow us 6 months to deliver your boat, built expressly for you, under our attractive contract plan.

INTERESTED in a smaller vessel, but with the same superlative quality and class? Our Big 25′ COQUETTE is unequalled in her size and price range.

REISINGER MARINE SALES CO.

TAPPAHANNOCK, VA. on the waterfront

GO ON DOWN THE INLAND WATERWAY!

(*Continued from page* 56)

soap. Take along a pair of those wooden clogs and you'll arrive in Florida as pure as the snow you are escaping from.

While we are on the subject of marinas, it might be well to point out that these are spaced at fairly regular intervals along the entire length of the waterway. They are not as numerous as gasoline stations on shore, but there is always one there when you need it. As a rule, you won't have to switch tanks during the day's run. Many of the gas docks on the way down give you one night's free dockage if you take on gasoline; and the others probably would if you propositioned them *before* they got their hose aboard.

For boats that run between six and 10 knots, the daily schedule is pretty well fixed by the locations of these gas docks. There is no point in trying to remember the names, but before you are through you'll know them as well as you do the stations along your commuting line. Cape May Harbor, Chesapeake City (a misnomer), Annapolis, Solomons Island, Norfolk, Elizabeth City, Belhaven, Morehead City, Wrightsville, Briarcliff, Georgetown, Charlestown, Beaufort, Isle of Hope, Sea Island, Ponte Vedra, New Smyrna, Melbourne, Jupiter and Palm Beach.

With the aid of an oil company map and one of the waterway guides, pick out two or three of the above stopping places in advance and have your mail sent to you care general delivery. And remember, the smaller the town, the closer the docks are to the post office. You'll get dozens of letters from envious friends who wish they were making the cruise, too.

Nearly all marinas and gas docks are within walking distance of stores. When they're not, you'll have to resort to dry stores. A word of caution here. Let your wife help in the selection before you leave. Eating up pickled onions and canned kippers at the end of a voyage can be a nasty business. But you'll want lots of soups and tinned meats of all kinds for lunches and snacks. Most mornings you will be pulling away from the dock at daylight, and the forenoons can get pretty long. Two-hour feedings are standard on the waterway. As for the galley, one of those little round bakers or ovens that fit on top of the stove is worth two flare guns and a ship-to-shore.

If you hail from north of New York, you had better be forewarned that boating south of that latitude is a crowded affair. So if you value privacy aboard, get your wife to make some curtains for the windshield before you depart, or have a sailmaker fit some canvas to the outside. Otherwise, you'll be sharing your home life with half the southern population.

You'll want plenty of docking lines made up with large eyes spliced into them. The cleat never caught on in the South, but piling has. In many instances you will be tying up to four of them at a time.

Now for the $64 question. From the piloting standpoint, how difficult a voyage is it? If the grapevine along the Waterway can be believed, elderly ladies have made the cruise with road maps. This may be an exaggeration, but it points up the fact that the waterway is among the best marked channels in the country. Starting at Norfolk, you will seldom be out of sight of a marker, and then only momentarily at a bend in the river.

You can make the cruise with those marine maps that the oil companies put out. But don't. Go to your nearest chart store and get the full set, from your point of departure through to wherever you're going. They will only cost you about $35; and if you go aground with these on board, you had better stop watching the pelicans and mind the wheel.

Please note carefully that we have been talking about the Waterway from Norfolk on south. The run from New York to Norfolk is a horse of another color. To put the matter quite delicately, this stretch might be referred to as open water. Especially if it is viewed from the cabin of a 25-footer. However, it is nothing to worry about.

Extra Value makes the difference in Yacht Insurance

ABOUT $6000 WORTH OF DAMAGE splintered the hull of this handsome cruiser when the boom of a crane fell on it. North America made it possible for the owner to get a brand-new boat.

The real test of insurance is how it stands up when a loss occurs. Often that's the only time differences in protection and service show up. North America's tradition of 'extra value' made a big difference to this owner after a crane cracked down on his brand-new $9000 cruiser, causing about $6000 in damage. The damage could have been repaired but through the adjustment of the loss the owner received a brand-new boat at no cost to himself!

Prompt and fair loss adjustment is only one of the values you get in a North America policy. Others are the experience of America's oldest and strongest marine insurance company, sympathetic treatment of claims through its agents and practical advice on how to take care of your boat and protect it from damage and loss. Ask your agent or broker for a copy of North America's helpful booklet, "Going Out of Commission."

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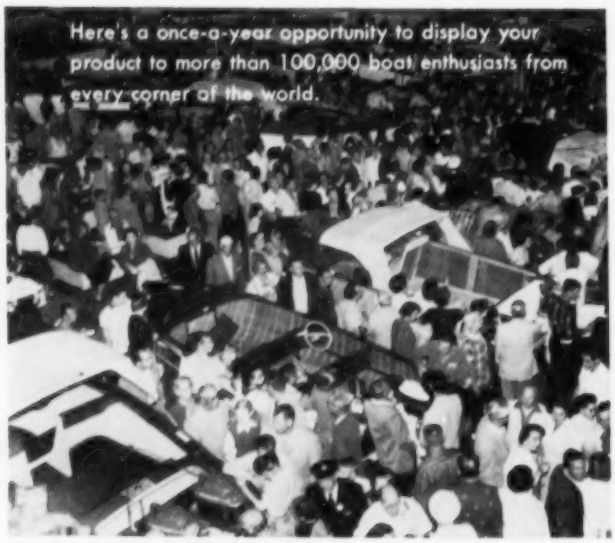
Protect what you have©

What's the World coming to?

... the Miami International Boat Show, of course!



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Show it in MIAMI—and you show the WORLD!

There seems to be a feeling among the uninitiated that if you can successfully negotiate the run between Sandy Hook and Manasquan, New Jersey, you will be rewarded with smooth water the rest of the way. Well, that isn't exactly so. The New Jersey waterway is a snap, but Delaware Bay deserves respect, as does the Chesapeake. However, it is along about here that you start to pick up your fellow waterway travelers and to move in convoy. If you expect to find a spirit of camaraderie or a "We're-all-in-this-together" feeling along the waterway, you are perfectly right. For every question or doubt that you may have before proceeding, there will be five men on the dock who have already called the Weather Bureau or the Coast Guard and can give you the answers. As for the Chesapeake, treat it as you would the Atlantic and plan accordingly. You'll get blown into a couple of unscheduled harbors anyway, so enjoy the crabs and oysters and wait it out.

This rule applies to the rest of the Waterway, also. When you reach Elizabeth City, you will hear a lot of discouraging talk about Albemarle Sound. Believe it. It's all true, but be patient. The wind will shift eventually.

If it makes you feel better to run with another boat, pick out a big, tough, seaworthy motor sailer for a companion. The secret here is that he can't run any faster than you can, but he will be a lot of help if you do get into trouble.

Unless you can't live without gadgets, don't clutter up your living space with complicated navigation instruments. A short lead line is useful; a bamboo pole even better. A compass is imperative, and you can check your deviation to your heart's content in the canals. In addition, you will need dividers and parallel rules, though these last are not considered essential by some. One experienced boatman on the Waterway lays out his courses by rolling a cigarette across his chart (all brands seem to work equally well).

Well, what else do you need for the cruise? Not much. The approved uniform is khaki for men, and Bermudas and slacks for the ladies. You'll both need suits to get home in, but don't try to jam a complete wardrobe into a 30-foot boat. Go easy on the foul-weather gear. If you leave by the first of October, you will need a jacket for the cruise and a topcoat for the flight home. Otherwise, Waterway folk don't go in much for frills.

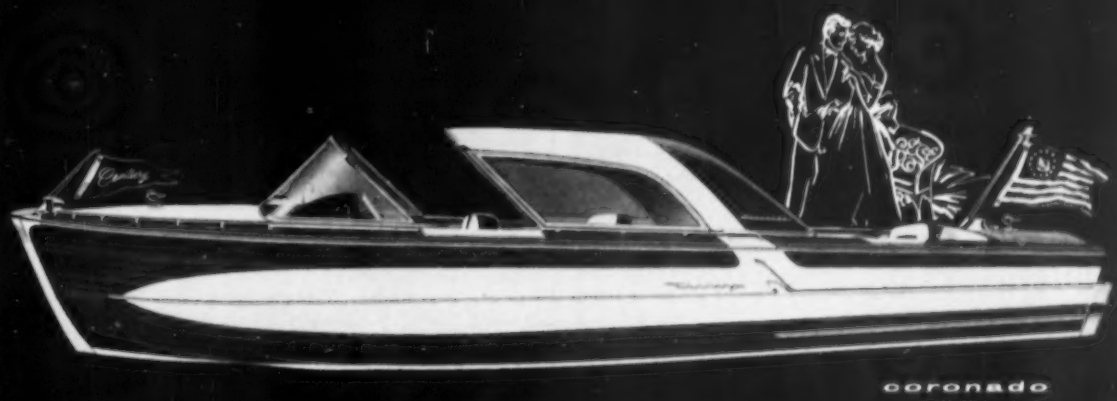
For the ladies who are apprehensive about the amount of work that will be required of them in docking, etc., let us point out that you will be tying up but once a day. The skipper will need your help in getting the first line ashore, but after that let him fuss around with the other lines. To preserve that feeling of good fellowship with him that is essential for a happy voyage, make sure when you jump ashore with the bow line that it is made fast to the boat somewhere. He will appreciate it.

It all sounds pretty simple, doesn't it? Well, it is. Except for the few minor hazards mentioned above, most waterway cruising is similar to that which you do on your own rivers and bays in the summertime, only here it is straightened out into one long, interesting and exciting run.

There are people who say that the Waterway gets boring. Don't you believe them. After being smacked around in the Chesapeake or on one of the sounds, there is nothing quite so welcome as a straight canal with gorgeous scenery on both sides which goes on for dozens of miles. If you like birds, there are millions of them along the Waterway. And of course there are always other boats and other people, hundreds of them. You'll make friends you will keep for the rest of your life.

Now, lest some of this has given you the impression that running the Waterway is similar to driving to Florida on one long four-lane highway, let's look at the other side of the picture. You'll run for miles without seeing a house or a native. If you're lucky, you may see the largest aircraft carrier in the world, and certainly the most turtles. On some shores, you'll observe bands of pirates who look to be up to no good but are probably fishing. You'll run for days through water the color of iodine, and when you get further

for those with a Flair for the unique



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south you'll swim off the boat three times a day. And you'll find more people who will "talk boats" than in any other comparable area in the world. In a word, running the waterway is Adventure with a capital A.

That leaves only the question of what to do with your boat when you get to Florida. You have several possibilities here. You can sell her. Or you can store her and return the following winter for further exploration. Outside storage rates run as low as $6 per month, while covered storage may cost you around $25 per month. On the other hand, you may not need to do anything. If the Florida Chamber of Commerce is operating properly, you will probably tie up at some nice marina, get a job, and go right on living on your boat. It's happening all the time.

[South-bounders are referred to the following charts and other publications:

From U.S. Coast & Geodetic Survey, Washington 25, D.C. (or order through local Sales Agent) Charts, in order of use:

N.Y. to Manasquan, N.J. (outside), No. 1215. Manasquan to Cape May (outside), No. 1216-7. Manasquan to Cape May* (inside), No. 825-6-7. Cape May to C. & D. Canal, No. 1218, 294, 570. Chespeake Bay, 1226-5-4-3-2. Cape May to Norfolk (outside), 1219-22. Norfolk to Miami, Nos. 830 through 847 (Gives choice of Dismal Swamp and Virginia Cut routes). Miami to Key West, Nos. 848-9, 3261. (For Florida outside waters, Nos. 1242 through 1251).

**Charts #825-6-7 covering Manasquan to Cape May (inside) which have not been corrected in accordance with changes listed in recent "Notice to Mariners" are out of date. Consult the nearest Coast & Geodetic Survey office.*

Related charts, for harbors, side waters and Florida West Coast, listed in their free "Catalog of Charts and Related Publications (No. 665)."

From same source: "Atlantic Coast Pilot, No. 3, Sandy Hook to Cape Henry"; "Atlantic Coast Pilot, Section D, Cape Henry to Key West." The latter contains information on the Inside Route.

The catalog mentioned above lists other Coast and Geodetic, Coast Guard, and Hydrographic Office publications. "Tide Tables, Atlantic Ocean" should be aboard; "Current Tables, Atlantic Ocean" is less apt to be used. Ordinarily the regular "North Atlantic Light List" suffices but "Light List Intracoastal Waterway Atlantic Coast" can be had from Superintendent of Documents, Washington 25, D.C.

From the Department of Army, Corps of Engineers:

"Condition of Channel," a regularly published report on the channel, bridges, etc. For the complete Norfolk-Florida set write each of their five divisional offices: (Corps of Engineers, U.S. Army, Office of District Engineer) Foot of Norfolk St., Norfolk, Va.; Customhouse, Wilmington, N.C.; Customhouse, Charleston, S.C.; Post Office Bldg., Savannah, Ga.; 575 Riverside Ave., Jacksonville, Fla.

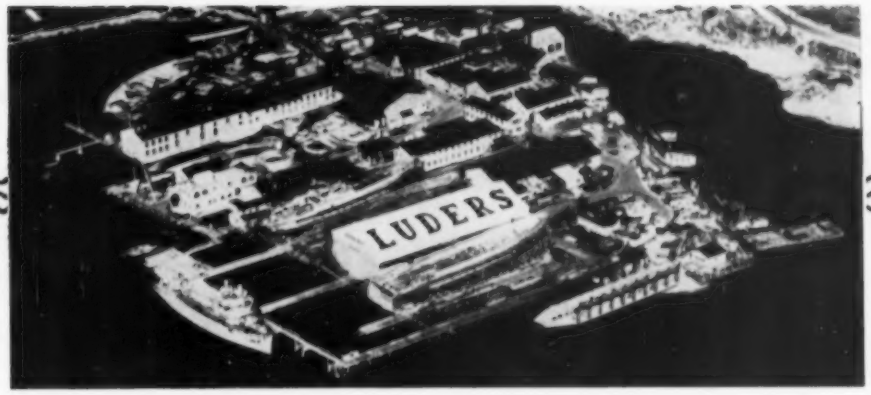
"The Inland Waterway Guide," Southern Edition—1957, $1.50, from YACHTING's Book Dept. An annual guide to the route, about facilities, docks, supplies, etc.

"A Cruising Guide to The Inland Waterway and Florida," by F. A. Blanchard—$5.00, from YACHTING's Book Dept. Covers the area from Norfolk, Va. south, describing yachting facilities of the Inland Waterway, and the cruisable rivers and accessible lakes of Florida. Illustrated with charts and photographs.

"Yachting Facilities in Florida," gratis, Florida State Advertising Commission, Tallahassee, Fla. Lists docks and their facilities.

Gulf Oil, Texaco and Standard put out useful booklets, which can be had for the asking, usually at any of their waterside stations. Or to insure having the current edition of Gulf's "Harbors of the South" and the companion Cruiseguide "Harbors of the Middle Atlantic" write Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

Chamber of Commerce publicity: Even the smaller Florida towns have their own organizations. They're paid to be optimistic but will go out of their way to answer definite questions.]



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Everyone will like the way the powerful Emancipator engines throttle down for trolling and the ease with which it handles. Let us arrange a demonstration and you'll find the Emancipator is truly the *fisherman's friend.*

Write for Free Booklet

Olsen Montgomery Yacht Corp.
St. Simons Island, Ga.

SALTWATER AND YOUR OUTBOARD

(*Continued from page* 75)

completely overlooks the matter of electrolysis, of course.

Stores sell canvas and plastic motor covers which are supposed to protect a motor from weather. In salt water areas, however, they are definitely not to be recommended. They will keep drops of spray from evaporating and will frequently cause sweating which makes dry salt deposits wet and more corrosive. It will do a motor some good to let sweet rainwater rinse it off, while stifling it inside a hood will surely aggravate salt corrosion troubles.

If it is your intention to leave the motor on the boat for any length of time, oil or grease the threads on the transom clamp screws before tightening them. This will prevent salt water from locking the threads. I've seen motors which were so firmly "locked" to transoms in this manner that it took a lot of patient work wtih penetrating oil and a hammer to work the threads free without damaging anything. When the threads are lubricated, thowever, it its a good idea to put safety wire on the clamp handles to prevent vibration from loosening them.

Before a motor is put into service in salt water, the propeller should be removed and its shaft liberally coated with outboard gear grease. Even if the shaft is of stainless steel and will not by itself corrode, the propeller which fits on it is made of aluminum and may have a bronze hub bushing. Devil Electrolysis is always present so it is well to give a motor the benefit of this simple preventive operation.

Most motors now have their power heads painted, but if you happen to have a motor which has the cylinder block, carburetor, etc., unpainted, it would be well worth while to remove the hood, rinse the power head with gasoline, and spray it with paint from one of those pressurized tin cans. This will do much to protect the zinc, brass and copper fuel system parts from corrosion, and will keep screw heads from rusting.

As was mentioned, salt water inside the underwater unit can raise hob with the gears and shift mechanism. The best way to make sure on this point is to check the lubricant in the gear case of a new motor after say five hours of operation. All underwater units have plugs which may be unscrewed for this purpose; your instruction manual will explain their location and use. If a few drops of water trickle out with the first gob of lubricant, taste a drop for salinity. If it is salty, you can be sure that water leaked in somehow. Make another check after another five hours running. If more water drops trickle out, run, do not walk, to the dealer and request an examination of the grease seals. If no water is found, re-check the unit after say 20 hours running. If there's still no water, you've got a tight underwater unit and all you need do is check it regularly at whatever interval the manual suggests. If this procedure seems too much trouble, ask the man at the Parts Department how much new gears and underwater units cost the next time you're in an outboard shop.

When taking a motor off a boat, take care not to get the underwater unit higher than the powerhead. Water in the exhaust passages is apt to run back up the exhaust line and enter the cylinders through the exhaust ports. This sort of thing happens often when a man passes his motor from a boat to a person standing on a dock. There's a motor in my shop now which has the pistons rusted tight in the cylinders from this cause. The owner is trying to decide if he wants to spend $50-plus on repair parts. After taking a motor off the transom, hold it upright until water stops trickling out of the exhaust pipe and water pump inlet. Rock the motor from side to side to encourage complete draining.

Although some newer motors are advertised as never needing flushing due to corrosion-proofing, my own advice is to flush motors in fresh water tanks whenever the opportunity presents itself. If you leave the motor on the boat, or there is no tank available, then don't

worry. But when you can flush it, it certainly won't do any harm. Although the metal may have a protective coating and will not be harmed by salt, it is still possible for salt deposits to build up in the water jackets because when a hot motor is stopped, the cylinder heat evaporates water droplets remaining in the jackets. Or, your motor may be fitted with a flushing plug by means of which it can be connected to a garden hose.

When using a flushing tank on a public dock, find out what provision has been made to change the water in it frequently to prevent it from picking up almost as much salinity as the sea itself. If there seems to be a lot of turbulence in the tank when your motor is running at full speed, slow the motor down so that the water pump will have a chance to pick up solid water. After a season of use in salt water, an afternoon's run on a fresh water lake or river is an excellent method of preparing the motor for its winterization treatment.

Buy a surplus plastic water canteen at an Army-Navy store and take it aboard with you each time you use your boat on salt water. The water will be handy for washing salt spray off your face if you get dusted a bit on the way out to the fishing grounds. What is left can be used to soak a cloth with which to wipe salt from the exterior of the motor before leaving it.

A few words about outboard boats in salt water. Most boats in salt water areas are painted white, light blue, light green, etc., for a very good reason . . . dried salt spray shows up much less on such colors than it does on dark shades. Your ultra-fancy varnished mahogany job may look like a million when it is launched, but after one run on salt water it'll have white salt spots all over it. If there's a rinsing hose handy, fine. Otherwise, choose your boat's colors and trim with a bit of good judgment as to how it will look after a week or two on the sea. Incidentally, a good waxing job will do much to preserve paint and hardware.

The cheaper type of boat is put together with galvanized screws and nails. If its bottom is painted with a copper anti-fouling paint, there will be a definite electrolytic action between the paint and the zinc coating on the screws, with the screws suffering. To minimize this destructive action, put two or three good coats of primer on the bottom before applying the copper paint.

Since barnacles and grasses will form on the bottom of an aluminum boat, some kind of anti-fouling paint is desirable. As a glance at the Galvanic Series will show, copper and aluminum are widely separated; hence there will be a strong electrolytic action to the deteriment of the aluminum hull. It is necessary to give an aluminum hull several coats of "barrier compound" to make it safe to apply anti-fouling paint. If your local boat shop never heard of such a substance (and they probably haven't), write to the large marine paint manufacturers or to the boat's builder.

Most copper paints are compounded for use on yachts, not outboard boats. On a large craft they are fine, but on an outboard they have drawbacks. Usually their surface texture is rough and creates drag. Their composition is soft and so they rub off on the beach and the trailer. Some actually wash right off a fast hull from friction with the water. Ashore, they dry out rapidly and check or alligator. Some of them turn from a nice coppery sheen to an ugly green at and just above the waterline where they are exposed to the air with changes in the boat's load and trim. A better choice for outboard use is what is called "anti-fouling hard racing bottom paint." It is smooth, hard, non-cracking, non-fading, and has anti-fouling properties which rate as "good," i.e., strong enough to discourage growths for a reasonable period.

When working with any kind of anti-fouling paint, whether you're sanding down old finishes or applying new, remember that they contain substances such as metallic copper, copper oxides, and arsenic and mercury compounds. Avoid breathing their dust, keep them out of small cuts in your hands, and read the label carefully to see what advice is given about handling them.

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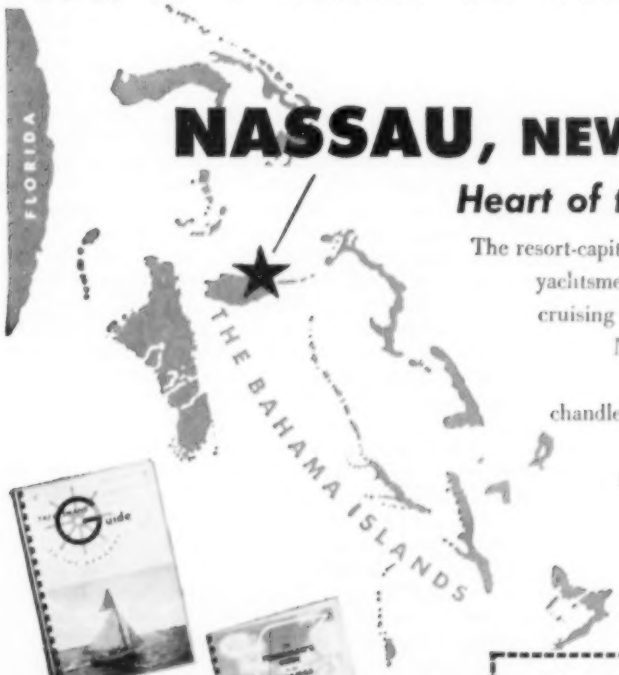

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UNDER THE LEE OF THE LONGBOAT

(*Continued from page* 52)

Do you happen to remember that problem about the sailboats in a 10-knot current with and without wind? Well, it reached Australia and V. Douglas Page, of Brisbane, sent me the correct solution after having been taken (as he says) in a fast car camouflaged as an ambulance to a research institution where he was given a comfortable room with padded walls and no sharp corners. So although I promised myself that I would never present another problem in this department I am going to paraphrase one sent me several months ago by Dooley Roosevelt and offer it exclusively for Mr. Page's delectation: Suppose for the purposes of this test that the room's occupant is a guinea pig instead of Mr. Page. Suppose further that it has no doors or windows and that in one wall there is a hole large enough to admit the guinea pig's head but not his body. In the opposite wall there must be an identical hole. The frustrated little creature puts his head into one hole and finds that he cannot get out of the padded cell. He runs to the other hole and tries to escape that-away. No escape. Back to the first hole at twice the speed and so on, forth and back, doubling his speed each time. The question is, how many times does Mr. Page (I mean the guinea pig) have to do this before his head will be sticking out both holes at the same time?

Dismissing both Page and Roosevelt, we return to sanity and boats. It says here in Chicago's "Tribune," as relayed to me by Kendall Ide Lingle, of that city, that a plasterer employed in the construction of a 23-story apartment building on Marine Drive spent his Saturdays off for several weeks building a 14 × 6-foot boat in a 15 × 12-foot bedroom of an apartment on the 17th floor. Neither bedroom nor boat was finished when a carpenter union steward complained to the job superintendent that the boat-builder had no card in the carpenter's union and demanded his dismissal. I consider this pretty high-handed. The job superintendent assumed an equally unreasonable attitude and fired the plasterer for diverting $100 worth of the company's materials to his own uses. No window or door opening in the apartment was more than four feet wide, and the question of whether to cut a hole in the wall or saw up the boat had not been resolved when the "Tribune" went to press. The question of who's loony now has never been satisfactorily answered. Doorways even in up-to-date apartment houses are more than six feet high. Couldn't the boat with 6-foot beam have been stood on one gunwale, eased out into the corridor and dropped through a window to Marine Drive from the 17th story? If it survived a launching like that the plasterer could have sailed away from his petty tormentors up Lake Michigan, down Lakes Huron and Erie and over Niagara Falls.

On that day years ago when the late Carl Wiegant sailed *Carlsark* from Ithaca, New York, for Ithaca, Greece, the famous university city had at least a tenuous connection with the sea and seafaring. But what does H. H. Schwardt, of Cornell's Department of Entomology, come across in the Ithaca "Journal?" Being interested in bugs, it is a long, subversive article entitled "What Happens When Boat Bug Bites." We'd lose all our advertisers as well as half our subscribers if I quoted the article at length, but the gist of it is that a happy landsman becomes discontented, mortgages his home and buys a bargain houseboat. Next winter the boat freezes in—presumably in Lake Cayuga—and nearly freezes his wife and children to death. So the following spring he sells what's left of the houseboat and buys another house about half as attractive as the one he sold. Meanwhile somebody else has traded in a quiet little outboard as part payment on a speedboat for wife and self. But he never gets to use it because the neighbors' children love it so. Then

a very wealthy neighbor buys a boat twice as big and fast and the poor guy wishes he had stuck to his 15 hp. job. It's a distorted story and I wish the author, Frank Tripp, would go out to Chicago and interview the persecuted plasterer, Jerry Toman, of 1309 S. Maple Ave., Berwyn, to find out what really happens when the boat bug bites. I don't know how to put him in touch with the French drifters.

GOLD CUP WINNER IN DOUBT

(*Continued from page* 67)

they straightened down the backstretch *Shanty*—until then very much in contention—slowed to a walk, her supercharger drive sheared. So all eyes remained on *Thriftway* which, having taken the lead, never relinquished it, and on *Pepsi* which waged a gallant but losing stern chase.

The committee announcement gave the race to *Thriftway* with 969 heat points and a fastest-heat bonus of 400, for a total of 1369. *Pepsi*, they said, scored 900 heat points and won 400 for fastest-contest, or 1300.

Then, as elated Seattlites and dejected Detroiters left their seats, there came the public announcement system statement: "*Thriftway* has been disqualified for hitting the 27 marker on her seventh lap. *Pepsi* wins the Gold Cup."

Owner Rhodes appealed to the Inboard Racing Commission to reverse the disqualification imposed by the local committee and the Referee. Within 24 hours of the finish some five other protests had been filed, affecting principally the status of *Thriftway* and *Pepsi*.

One of the finest contests of all times thus ended on a note of frustration and bitterness.

GADGETS & GILHICKIES

(*Continued from page* 94)

removed. Each mold was tapped with a hammer to free it from the glue, and the hull was lifted from the molds with suitable tackles. Because the bracing was marked and bolted, it was short work setting up for the next boat.

"The advantages of this system are many, including ease and accuracy of setup, rigidity without a lot of bracing under foot, and lack of bulk. It enables a small shop to build several semi-stock models without excessive time lost in setting up and tearing down molds. The time saved because mold bevelling is unnecessary, and the simplicity of assembling the mold components, offset the little longer it takes to bend the pipe than to cut the molds out of wood on a band saw. Also, the planking can be done by anyone who can drive a nail straight. Peak efficiency was attained by a five-man group, using Cy Hamlin's gluing jig as described in YACHTING for February 1954.

"A possible disadvantage is that many small shops and home builders don't have the welding and cutting equipment needed to fabricate the molds, but this can usually be either borrowed or rented." HAM DEFONTAINE

FALL & WINTER PROJECTS

(*Continued from page* 69)

heat with an electric soldering iron. Hold the tip of the iron firmly in contact with the head of the screw for about 30 seconds. The screw can then be turned easily with a screw driver.

H. B. Hobson,
Northridge, Calif.

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THE I-L.Y.A. AT PUT-IN-BAY

(*Continued from page* 85)

Alibi, R. L. Taylor, second. Raven honors went to *Touche*, J. Russell, Jr. of the Sandusky S.C. with *Thunderbolt*, Boyd Benkert, second place and *Frolic*, Roy Barbier, third.

The Thistles, with 13 starters, put on a good show with *Flogeo*, George A. Butts of the Sandusky S.C., in command. *Hoot Mon*, David C. Minton, was second and *Sesame*, B. Ortman, third. In the Highlander Class, national champion Ray McLeod's son Ray Jr. of the Mentor Harbor Y.C., with *Rory Mor* was the winner all the way, with *Madalyn*, J. Ortman, in second place and *Tia Lei*, C. O. Haines, third.

Ed Kennedy from the Cleveland Y.C. won two firsts after taking a second with *Torrent* and cleaned up the Lightning Class after a stiff battle with Carlton Allan in *Bad News*. *The Littlest Angel*, Mark Auer, was third. Snipe honors went to William Keuhnling, with P. B. Shea second, and Hamilton Johnson third; all from Portage Lakes Y.C. of Akron. The Comets put on a battle from start to finish but *Dragon*, Fred Tilock of the Lorain Y.C., was the winner, with *Cirrus*, E. R. Lockwood, second and *Recon*, John Pincura, third.

The popular Rebel Class, with 17 starters, was won by *Chlorophyl*, J. Vorhees of Hillsdale, Mich., with *Choice Bit*, Bruce Goldsmith, in second place and Ludwig Fromme, third.

JOHN G. ROBINSON

"COTTON BLOSSOM IV" WINS

(*Continued from page* 86)

Taking 1½ hours to go the mile from The Cows to the finish, she finished fourth in the fleet on corrected time, beat half the Class A boats and all but two of the B boats on elapsed time and led Colin Ratsey's *Golliwogg* for Class C honors by 47 minutes.

That was the story for the winners, but for countless others still racing in fog enshrouded ignorance there were many slow hours ahead. For many like Robert Cooper's *Cygnet* heading out off Watch Hill and meeting *Cotton Blossom* coming home the eventual revelation was such a shock that they gave up the ghost and sailed for home. "You're going the wrong way," shouted *Cygnet's* crew at *Cotton Blossom* and so it must have seemed.

When Ed Raymond's fast and always well-sailed *Chanteyman* limped in at 0523 Monday morning for 47th place in the fleet, the vagaries of wind and tide which so plagued the very small boats were plain to see. For all hands, however, it had been an interesting experience in piloting and for the winners a rewarding triumph over not only their competitors but the elements too.

The summaries:

CLASS A

Yacht & Owner	*Elapsed Time*	*Corrected Time*	*Fleet Pos.*
Cotton Blossom IV, W. H. Wheeler, Jr.	33:21:52	33:21:52	(1)
Niña, DeCoursey Fales	34:53:44	33:38:51	(2)
Baccarat, George Coumantaros	41:55:40	38:10:17	(5)

4, *Sagola*, George R. Hinman (7); 5, *Gesture*, A. Howard Fuller (8); 6, *Eroica*, Avard E. Fuller, (18); 7, *Bounding Home*, William Ziegler, Jr., (24); 8, *Julie*, Paul Campbell (26); 9, *Ondine*, S. A. Long (33); 10, *Currituck*, Ogden Reid (39); *Typhoon*, Alfred M. Munoz, withdrew.

CLASS B

Carina, Richard S. Nye,	39:55:35	35:50:09	(3)
Figaro, William T. Snaith	45:07:40	39:47:39	(9)
White Mist, G. W. B. White	45:27:24	40:11:44	(10)

4, *Reconoc*, Harvey Conover (11); 5, *Storm*, A. E. Luders, Jr. (13); 6, *Spookie*, William Ziegler 3rd (14); 7, *Hother*, Paul Hoffman (16); 8, *Condesa*, J. Henry Scholtz, Jr. (20); 9, *Claire*, Francis E. Lintilhac (25); 10, *Sirius*, Henry C. Boschen (27); 11, *Mustang*, Rod Stephens, Jr. (28); 12, *Icefire*, Jakob Isbrandtsen (31); 13, *Chee Chee IV*, Phil Handelman (32); 14, *Snap III*, T. E. Rothe (34); 15, *Nutmeg*, William Shallow (35); 16, *Temere*, Fred Hirschorn, Jr. (36); 17, *Jack*, Irwin

W. Tyson (37); 18, *Blixtar*, Danforth Miller, Jr. (38); 19, *Schlussel von Bremen*, R. H. Evans (42); 20, *Fairwind*, G. M. Fillmore (46); *Mandalay*, Canning C. Moser and *The Panic*, William F. Buckley, Jr., withdrew.

CLASS C

Katingo, Capt. John T. Vatis 45:05:08 38:06:20 (4)
Golliwogg, Colin E. Ratsey 47:27:32 38:53:33 (6)
Honey, David Easton 47:23:02 40:38:22 (12)
4, *Corinthia III*, D. C. Thompson (15); 5, *Apache*, C. F. Havemeyer (17); 6, *Flame*, John Timken (19); 7, *Jezebel*, Robert Derecktor (21); 8, *White Water*, John White (22); 9, *Finn MacCumhaill*, Robert E. Coulson (23); 10, *Mariann*, George B. Gibbons, Jr. (29); 11, *Sea Chief II*, Raymond Scott (30); 12, *Njaard*, Bjarne B. Nilsen (40); 13, *Memory*, Robert N. Bavier, Jr. (41); 14, *Seal*, Fred C. Lorentzen (43); 15, *Falcon*, Duncan Sterling, Jr. (44); 16, *Caprice*, Fred Hibberd (45); 17, *Chanteyman*, E. L. Raymond, Jr. (47); 18, *Galliard*, E. Newbold Smith (48); 19, *Norsaga*, Philip Dolin (49). *Albicore*, David O. D. Kennedy; *Cygnet II*, Robert L. Cooper; *Ballerina*, Peter Widmer; *Harlequin*, James Collette, withdrew.

ROBERT N. BAVIER, JR.

DOUGLASS THISTLES CHAMP

(*Continued from page* 88)

Edgewater Park, N.J. was the winner in the third race with Sandy Douglass second and Arthur Arms, Geneva, N.Y., third. This race was sailed in rough seas with a stiff 35-mile breeze and Hendrickson, who had been leading on points, dropped to fourth place with his 19th. The fourth and fifth races went to Hendrickson, who was sailing like a champion, but Douglass took second in both and won the series.

Third series place went to *Flogeo*, Gorge Butts, of Sandusky, O., fourth to Beachem, fifth to Merrick, sixth to Robins, seventh to Brig. Gen. Ralph Farrant, Washington, D.C., eighth to Douglas Westin, Sayville, N.Y., ninth to Minton and 10th to Harvey Busch, Cleveland, O.

JOHN G. ROBINSON

BEMIS CAPTURES 210 CROWN

► F. Gregg Bemis, president of the International 210 Assn., captured its national crown for the second time in three years, Aug. 21-23, off Marblehead, in a hard-fought series replete with close racing and exciting situations. Bemis tallied 45½ points on two firsts, a pair of fourths, and a fifth with *Alar*. It is the fourth time in nine championships the title has rested with the Cohasset fleet. The runner-up was John and Weston Adams' *Snooky* of Marblehead, which gathered 44¾ points with a first, second, two fourths, and a fifth.

The first day's racing, in easterly winds and rain, found *Snooky* winning the opening race from Fred Kelley's *Like*

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Sixty of Falmouth by 46 seconds. The latter captured the afternoon race by almost four minutes from defending champion Don McNamara sailing a chartered craft. This gave *Like Sixty* a two-point edge, 21¾-19¾, on *Snooky*, which finished fourth in the afternoon.

Alar, which had a fourth and fifth in the first two contests, was beautifully sailed in light airs on Wednesday to capture a pair. The morning contest, in somewhat sloppy going, found *Alar* winning by a minute and 25 seconds from *Snooky* as *Like Sixty* dropped to eighth. Bemis concluded his day's performance by winning in light westerly airs by 50 seconds from Dick Sullivan's *Typhoon*, also of Cohasset, as *Snooky*, fourth, lost the series lead by one-quarter point.

Typhoon won the finale in a 20-knot southeast wind by three seconds from Stephen Smithwick's *Swifty IV*, but the real story of this race was the duel between *Alar* and *Snooky*, with the Cohasset boat gaining fourth place for the necessary 1¾ point victory. At the start of the final race there was a collision between Bemis' boat and Don McNamara's, the latter claiming a violation of the anti-barging rule. The committee ruled that overtaking rather than anti-barging conditions prevailed but, surprisingly, did not disqualify either boat.

The final scores were (1) *Alar*, Gregg Bemis, Cohasset, 45½; (2) *Snooky*, John and Weston Adams, Marblehead, 44¾; (3) *Swifty IV*, Steve Smithwick, Marblehead, 43; (4) *Like Sixty*, Fred Kelley, Falmouth, 39¾; (5) *Typhoon*, Richard Sullivan, Cohasset, 36¾; (6) *Swifter Fore*, Don McNamara, Marblehead, 30; (7) *Hardalee*, Lyman Griffin, Boston Bay, 26; (8) *Spray*, Mrs. Robert Sides, Eastern Point, 22; (9) *Leading Lady*, Edward Sturgis, Manchester 20; (10) *Crocodile*, U. Haskell Crocker, Manchester, 15.

LEONARD M. FOWLE

CANADIAN DINGHY ASSN. REGATTA

► The annual Canadian Dinghy Assn. regatta was held at the Brittania Y.C. in Ottawa, Ontario, Aug. 8-10, when some 35 Canadian and American 14-foot and 12-foot dinghies took part in the Canadian Open Championship, the International Championship and the 12-foot championships.

The weather was anything but "easy going," as gusty winds prevailed throughout. As an example, the afternoon race on the last day, the final race for the Canadian Open Championship, saw seven of 28 starters finish. The remainder either capsized or broke spars in a terrific squall that saw boats go over like ten-pins while those that were able to remain right side literally flew along the water.

Entries from the Royal Canadian Y.C. in Toronto all but made a clean sweep of the regatta. Bud Whittaker took the International 14-foot Championship and the Stevenson Trophy, with a fourth and two seconds in the three-race series. Individual race winners were Don Burwash of the host club, Dick Vine of the R.C.Y.C. and Liv Sherwood of the host club.

In the Canadian Open, the host club's Don Burwash totalled 106 points from a fifth and two thirds to win. Whittaker, with two fifths and a second ended the series one point back while Paul Henderson, R.C.Y.C., was another point back in third place. Individual race winners in this series were Bill Gooderham, R.C.Y.C., and Paul Henderson with two wins.

Two series were sailed by the 12-foot dinghies, one of three races and the other two. Joann Gooderham and June Bongard of the R.C.Y.C. took honors in the first series while clubmates Margo Thompson and Jackie Davis won the second.

On Aug. 11, the Viscount Alexander of Tunis Trophy race was staged in strong winds that saw 17 of 35 starters finish. Bill Gooderham and his crew Ralph Sorsoliel of the R.C.Y.C. sailed a magnificent race, finishing with a 200-yard lead to win this top Canadian dinghy trophy. The course was a tough 12 miles. Bud Whittaker had a lead of some 200 yards, with two legs to go, when his mast broke. From here it was a battle, with Gooderham outlasting his competition to bring the trophy back to the R.C.Y.C. ROWAN MACDONALD

SAN FRANCISCO BAY NEWS

By Steve Stevens

► A host of outboard pleasure boats joined the racing runabouts during the second annual Stockton-Redding Outboard Marathon Race, Aug. 18-19. Dave Hart of Temple City won the Diamond Cup Race in the D-U Class, and $1,000 first place money. His Mercury-driven Speedliner covered the 316-mile course in one day, from Stockton down the San Joaquin River, through Georgiana Slough and up Johnson-powered craft, in 11:21:07. Don Felover of Colusa the Sacramento River rapids by way of Colusa to Redding in the record time of 7 hr., 34 min., 54 sec. Pilots of the smaller speedboats and pleasure outboards had the respite of an overnight stop at Colusa. Harry Ledgerwood of Redding won Class A-U in 10:33:32. Tom Trebotich of Campbell made the course in 11:22:28, to win Class B-U. Both Ledgerwood and Trebotich had home-built boats with Mercury outboards. R. A. Nickel of Rawlins, Wyo. piloted his Johnson-driven Speedliner into top spot for Class 36 with a time of 9:12:41.

The pleasure craft were divided into five classes based on boat length and speed. Eugene McCorkle of Sacramento took first in his Elgin-powered plywood boat, the only Class I to finish. Dee P. Whitson of Redding made the run in his Johnson-driven plywood hull with a time of 13:07:04 for first in Class II. Among the larger and faster boats, Ray Newby of Stockton took Class III in an aluminum hull with Buccaneer motor in 11:36:22. Robert Seigler of Sacramento made the best time of the pleasure boats in his Class IV came in first in Class V.

Only 63 of the 133 starters reached the finish line, due mainly to unfamiliarity with the course. Some missed the check point at Georgiana Slough and wound up at Pittsberg and Martinez, 100 miles out of the way.

► The Alameda Community Fair and Regatta Aug. 25-26 was another nautical high spot, combining the cooperative effort of most of the boat associations in the Bay area. Unfortunately, the weather witches came in to taunt the hydro and outboard water ski contestants with wind and waves during Saturday's races, and then gave the windjammers a glassy calm during the Sunday regatta. Only 25 of the 42 speedboat entries stuck with the rough water to finish. Vern Dallman, Jr's *Fat Pants* won the 48 cu. in. hydro. Joe Burns' *Little Beaver* won in the Pacific one-design hydros; Dick Jensen's *Later* in the Cracker Box Class, Ed Brown's *Bouncy Barby*, in E Racing Runabouts, Ernest Rose's *Lil Bee* in B Racing Runabouts, Stanley Jouanne's *White Heat* in 136 cu. in. hydros; and Joe Quintel's *California Kid* in 225 cu. in. hydro.

The Power Cruiser Fleet provided a "daily double" with an Over-the-Bottom and a Predicted Log Race. Bart Carrick's *Barlu* of the Sacramento Y.C. was the Class A and overall winner in the Over-the-Bottom with only a 20-second error. Dan Regan's *Getaway* brought the Class B trophy back to the Golden Gate Y.C. and William Fry's *Kaydug* kept Class C for the host Aeolian Y.C. The Sausalito Cruising Club took both firsts in the Predicted Log Race, with Roy N. Schwartz's *Bab R II* navigating the course with an error of 1.91% and Bill Beck's 30' Chris Craft *Saw Sea* winning Div. B.

The S.B.R.A. launched over 100 sailing craft in the Outer Lagoon of the Naval Air Station for their Sunday morning races, but light winds in the afternoon forced them to call

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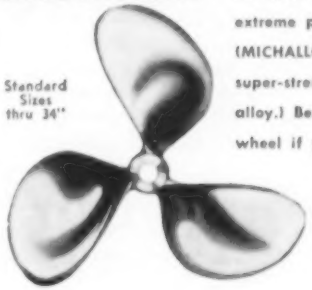

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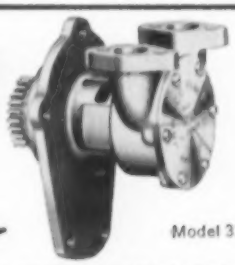

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the second heats for several classes. Ralph Rhoda's Penguin *No Buoys* won both events in his class. Other winners were: Snipe–*Sabre*, Jules Voerge, Jr.; Thistle–*Kiltie*, Gil Smith; Zephyr–*Bre-Z-Baby*, Nancy Robinson; 110–*Ugh*, Bob Klein; Clipper–*Romp*, Hugh Rose; Coast 113–*Pu Pu Tu*, Dan Naughton; Blue Jay–*Squaker*, Stan Cohen; El Toro–*Bull-O-Fire*, Don Peattie; Shamrock–*Gemini*, Eierman Twins; Melody–*Minuet*, W. G. Sahcroft.

► The big boats fared no better in their race which was on the Y.R.A. agenda. Sixty-five of the 141 starters failed to complete their courses, due to the flat calms between Treasure Island and the Naval Air Station. W. C. McCammon's winning *Cub* managed to luff across the line with a time of 4:36:35 for the top spot in this popular class. The calms ruined the record of many skippers who had won earlier in the month in the San Francisco and Corinthian Y.C. regattas. Fred Crawford's *Punkin* was first in the Stars. Skippers who successfully contended with the fickle breezes of the bay by taking firsts in all three August events were Bill Trask's Hurricane *Hoyden*; Dr. Irving Lunt, Jr's Bird, *Skylark*, and David Giosso's Treasure Island, *Ninna*.

WEST COAST BUBBLES

By Don Wood

► Almost 250 boats took part in the 19th annual Race Week program at Newport Harbor Y.C. One of the high-lites of the weekend was the 28-mile coastwise race for the Gold Coast Trophy, with 20 ocean racers taking part, Howard Ahmanson's *Sirius* led the fleet home, followed by Gabriel Giannini's *Marie Amelie* and Lous Statham's ex-ketch *Nam Sang* (now sailing without her mizzen). The *Marie* corrected into first place again, keeping the trophy she still held from 1955. The following day, in a regular series race, *Marie* again took all honors in the ocean racing fleet. Only one of the large boats and two of the smaller boats were able to sweep their series: Dix Tovell in his Luders *Zephyr*, Tom Skahill in his Lehman 12 *Tomonteris* and Earl Elms in the Sabot *Rampage*. Largest individual fleet was 27 in the senior division of the Snowbirds, with Jim Warmington taking two firsts and a second.

Other class winners were: Albatross–*Picaro*, Keith Lumpkin; Rhodes 33–*Josephine VI*, Robert Collins; PC–*Blue Chip*, John Biby; Star–*D'Kn*, Don Edler; Thistle–*Phalarope*, Earl Gilman; International 14–*Whisper*, Don Wattson; Snipe–*Sea Weed II*, Fred Miller; Ocean Racing–*Marie Amelie*, Gabriel Giannini; Skimmer–*Tri-One*, Bud Horton; Dinkitten–*Blue Jacket*, Bob Daggett; Metcalf–*NuiNui*, Dick Blatterman; Lehman 10–*Go-Jo*, John Colladay; Penguin–*Bon Vivant*, Mike Hirsh; Snowbird (Jr.)–*Pink Lady*, Charlene Coffee.

► A stellar fleet of Snipes and skippers turned out for the Metcalf Trophy at Los Angeles Y.C. In the 16-boat turnout were two national champions, four previous winners, and the current Pacific Coast champion. At the end of the five races, with three wins, ex-national champion Tom Frost in *Snowball* came out on top with 15¾ points. Bill Sweningson in *Geronimo*, with 22¼ points, took second just ¼ point ahead of Charles Merrill in *Zipper*. In a special series for the Skimmers the same weekend, Bud Horton in *Tri-One* was out in front practically all of the time and won over Bud Everett in *Dolce* and Jim Nieukirk in *Flying Dutchman*.

► The sporty PC sloops met for their annual championship series off Long Beach, from which defending champion Dick Deaver in *Challenge* emerged victorious. Good Breezes, often up to more than 20 m.p.h. made the three race series interesting. Deaver and Bob Lamar in *Sinbad* went into the last race tied, with a first and second each, but Deaver took the final race by 30 seconds. Third for the series was Hilyard Brown in *First Fiddle*, with Jack Toon in *Patsy Ann* and Harry Wood in *Woodwind* tied for fourth.

Don Edler in his Star "DK'n" took the Newport Harbor championship and the N.H.Y.C. Race Week series. Note the window in the sail

Beckner

► The annual Labor Day weekend Squadron Cruise of Los Angeles Y.C. again brought out a harborful of racing and cruising boats, but the light winds at the starting line gave every indication of a late arrival at the Howlands Cove finish, so most racers took off to get to Catalina island early. Three racers stuck it out, Louis Statham's *Nam Sang* led the way across, but George Griffith's little, fast moving *Cassandra* corrected into first. Racing back to the starting point two days later it was again *Nam Sang* out in front, and *Cassandra* again corrected into first, to take the Nordlinger Trophy. In the "relaxation" races for the Rodi Trophy, sailed in Dinkittens in and around the island anchorage, the three top winners were Bob Barneson, Lew Whitney, and Fred Harris, Jr.

► The Win'ard Y.C. race for the Matt Walsh Trophy brought out a good fleet for the 11-mile coastwise race from Portuguese Bend to Redondo Beach. Russell Lamb's *Fleetwood*, first to finish, dropped to second in Class A behind Herman Lorence's *Zaca* in corrected time. However, it was Don Reichelle in his Class B *Williwa* that took overall honors. Dr. George Pearson's *Gypsy*, second in B, also saved her time to take second in the fleet.

► The 18th Annual Voyager Y.C. summer regatta was held at Balboa with 10 good fleets taking part. Again the Rhodes fleet had their usual good tussle, with Hook Beardslee in *Sea Bee* leading them home. Other class winners were: PC–*Windy*, Dick Miller; International 14–*Jet*, Dick Hovey; Thistle– *Wasp*, John Daniel; Lightning–*Vespa*, Marold Eyestone; Metcalf–*Little Twitch*, Chad Twitchell; Lehman 12–*No Name*, Bill Bentz; Lehman 10–*Go Jo*, John Colladay; Snowbird–*Rascal*, John Schamel.

PACIFIC SURGES

By Len Leary

► This year has produced an ever increasing interest in racing. New sails, improved gear and major rig changes have been appearing constantly throughout the Hawaiian fleet. Add the tremendous surge of interest in small boat sailing which the new Kaneohe Y.C. building has prompted and we have one of the most progressive years Hawaiian yachtsmen have ever seen. . . . The Dillingham Memorial Trophy Race, postponed several weeks due to high surf, got ideal sailing conditions. Bill Crawford's *Shady Lady* took Cruising Class honors, Don Doyle's *Solveig* won in the Racing Class and the Class C event was taken by Bob Reitow's One-Ten. The monthly Hawaii Y.C. windward-leeward race was a boisterous affair, weather-wise. Winners were Class A –*Solveig*, Don Doyle; Class B–*Mary Lee*, Earl Dannals; Class C *PC 260*, Al Majoska. . . . Meanwhile at Kaneohe Bay Les Marshall walked off with top honors for himself and the Kaneohe Y.C. in a Thistle Class series with Waikiki. . . .

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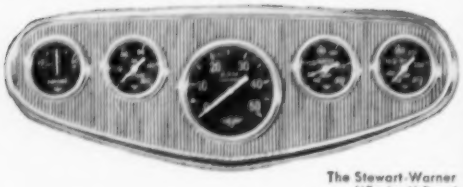

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It doesn't happen often, but here's proof those lovely Tradewinds don't always blow in Hawaii

Frank Rothwell won the try-outs for the Star Fleet world championships to be held in October in Italy.

► Yachting traffic has been quite heavy around the Hawaiian Islands. Here are a few of the arrivals and departures: Connie Hitchcock and Eric Johnson of the *Makai* left for the West Coast along with the Hunts of the *Anacapa*, after a two-week visit to Hanalei Bay on Kauai. . . . Slim Lambert's 48′ ketch *Altair* was the honeymoon ship for local TV and radio star Kini Popo and his lovely bride "Johnny" Frisbie. . . . Jay and Jean Wilsey left for the Coast aboard their romantic-looking schooner *Ruana*. TV viewers will soon be seeing the *Ruana* in a series of Jack London shorts recently filmed on Kauai. . . . Leonard Gulson and his 57′ cutter *Eolo* are recent arrivals from Australia. . . . The 109′ schooner *Ramona* left for the states after a stay of over a year.

► All the boating fraternity are saddened at the passing of Capt. N. R. "Marlin" Dawley. Known the world over as the founder of the sport fishing industry in Hawaii, he was equally well known for his help and congeniality to all visiting yachtsmen here during the past 20 years. While Cap Dawley had not been in good health during the past year, his passing was sudden. The bulk of his estate was left to the Damon Runyon Cancer Fund and his charter boats are to continue in operation, with the proceeds going to this fund. As a final tribute to Capt. Dawley, a large fleet of boats hove to off Waikiki throwing leis and wreaths on the waters while his ashes were scattered upon the sea.

► Condolences are in order to Ole Winger on the loss of his 42′ ketch *Silver Spray* off the California coast after a long trip from Hawaii. According to a letter received from Ole, it was due to closing with the coast at night in a fog. . . . Word was received from Canton Island that the 140′ diesel yacht *Caronia* was a total loss by fire. She had been there several months conducting salvage operations on the liner *President Taylor* which grounded during World War II.

PACIFIC NORTHWEST CAT'S-PAWS

By Ray Krantz

► Doug Sherwood's K-38 sloop *Rebel* late in August held a three-point lead over her nearest rival, Byron Ward's Seafair sloop *Seaward*, in the Seattle Y.C.'s annual Tri-Island series. *Rebel* had 98 points, and *Seaward* 95. *Rebel* took second place in both the Vashon Island and Protection Island races. *Seaward* had a first in the Protection, and a sixth in the Vashon. The series was due to be settled over the Sept. 15-16 weekend on Puget Sound with the final race, around Hat Island. Only 17 points separate the top ten boats in the series.

► Bob Agner of the Seattle Y.C., having sold his cruiser *Rowena*, has taken delivery from the Sagstad Shipyards, Seattle, of an interesting new craft, the 25′ tender *Ahab*, an open boat of seine skiff model, powered with a Chrysler Crown engine. *Ahab* is used as a tender for the Agner's home on Double Island in West Sound of the San Juans. . . . Grandy Boat Co. has started construction on a new 30′ stock cruiser, a V-bottom express type, with a V-drive Chrysler Imperial engine, designed by Edwin Monk.

► New boats of Edwin Monk designs: Dr. Ed Dodge, Anacortes, is building a new 32′ flying bridge cruiser with 150 hp. Gray engine, at Robinson Marine Construction Co., Anacortes; and Witt Tholme, Everett, is constructing a 30′ cruiser at N.W. Boat Shop. Still another is Roy Tidman's 34′ cruiser with Chrysler Crown engine, being owner-built at Victoria, B.C. Up at Qualicum Beach, B.C., the Thames Boat Works is fabricating Don Beaton's new cruiser with twin Chrysler Crown Specials. . . . Four identical hulls, 38′ V-bottom types, are being built at George McQueen's Boat Works at Burnaby, B.C., near Vancouver. Two boats, for Robert L. Hyams, and Robert Gibson, will have twin Chrysler Crowns; a third, for Arthur C. Weeks, will have two 275 hp. Cadillac marine engines; and the fourth, for G. V. Cruise, will have twin motors of undetermined manufacture. . . . The Bud Forder yard at Bothell will build a new 48′ Monk design cruiser for Howard Cunningham, of Portland.

► Port Angeles Y.C. officers: Dr. L. A. Scheuler, commodore; Dr. H. E. Tomlinson, vice comm.; Dr. E. B. Miller, sec'y; and C. P. Lomax, treas.

► Dr. Govnor Teats in *Stormy Weather* won the July 28-29 Vashon Island sail race staged by the Tacoma Y.C. Second in the 36-mile event was Dr. Ted Christenson in the sloop *Reverie*, while Norm Smith's *Pamir* took third place.

► Mukilteo, Washington, has a new 20′ × 120′ small boat launching ramp, built by the Snohomish County Sportsmen's Club. . . . We note that there have been reports of deadheads between March Point light and Swinomish Channel North Entrance buoy No. 4. These fully or almost submerged waterlogged logs are difficult to spot.

► Two of the Corinthian Y.C's fall series races for sailing craft will be raced on Lake Washington in October, the second series event on the 7th, and the third, on the 14th . . . Seattle Y.C's annual Barnacle Bill's Last Cruise is set for Oct. 20-21; and on Oct. 21 the P.S. Outboard Cruising Club will hold a cruise to Illahee State Park. On Nov. 4, the same club stages a "heavy weather" cruise to the Snohomish River, and on the same date, the Tacoma Outboard Assn. puts on a "misery" cruise to Anderson Island.

► Cat's-paws: Jack Tussler, owner of Coon Island in the San Juans, late in August told this correspondent that the problem of dealing with beach-visiting yachtsmen and their beach fires is a growing one. Such fires may destroy privately owned islands' trees, houses and other fixtures. . . . Note: You may not land on a *privately owned* island without permission. . . . Also note: Legally, you may not start a beach fire without a written permit to do so. . . . We do not know the answer to this one, but the solution probably lies in more careful handling of fires, an ample dose of yachting courtesy, consideration and good manners, and a consistent practice of putting out such fires completely when one is finished with them. In windy weather, a beach fire may get out of control and do huge forest and other damage. The outboard people, who do most of the beach visiting, should work on this problem seriously or one day the beaches of *privately owned islands* will be closed to them permanently. . . . At state parks on islands, etc., park regulations govern visitors' conduct.

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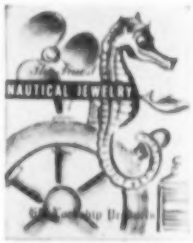

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SOUTH SHORE OF LAKE ERIE

By John G. Robinson

► *Slalom*, Philip H. Geier's Trivet Class sloop from the Mentor Harbor Y.C. was the victor in the 19th annual Falcon Cup Race from Rocky River to Mentor Harbor, Aug. 25, sponsored by the Cleveland and Mentor Harbor Y.C's. The South Shore's outstandingly popular race for auxiliaries brought out 44 entries in the four divisions. The racing classes, which competed over the same course but not for the Falcon Cup, sailed in two divisions, Dragons and a Universal class.

Clancy Shaffer's veteran N.Y.Y.C. 30 *Minx*, of the Cleveland Y.C., was first to finish, covering the 30-mile course in four hours, 31 minutes, eight seconds in an all-the-way spinnaker run, but had to allow so much time that she was third in Div. I. *Slalom*, the overall winner, took Div. III with *Ranger*, Ken Glor, second and *Hukailu*, C. Richard Newpher, third. In Div. I *Melmar II*, F. W. Zorn, Erie Y.C., was the winner, with *Tiburon*, E. F. Emmons, second and *Minx*, third. Division II honors went to *Syren*, Kenneth A. Cool of the Mentor Harbor Y.C., with *Curlew*, C. F. Blakely, second and *Polaris*, H. C. Stier's ketch, third. *Zoom*, Keith Macey, Cleveland Y.C., won Div. IV, with *Spray*, Dr. John Stewart, second and *Pinafore*, K. W. Thomas, third.

Universal Class honors were won by *Aurora*, Barney Wagar, Cleveland Y.C., with *Systole*, Dr. Edward M. Kline, second and *Madcap*, W. Lewis Kershaw, third. John Tucker's *Pimpernell*, Cleveland Y.C., won the Dragon race with *Reprisal*, Robert Preisel, second and *Circe*, Cole-Fiedler Syndicate, third.

► The annual long distance race from Put-in-Bay, after the close of the I.L.Y.A. meet, to Vermilion, for the Brown Trophy, was won by *Vindharpe*, Dr. Sven D. Nielson, Vermilion Y.C., with an almost flat calm all the way. *Madcap*, W. Lewis Kershaw, was second to *Vindharpe* in the racing division. Cruising A was won by Don Heisner, Lorain Y.C. with his cutter *Saracen;* with *Sesame*, Dr. George Sackett, second and *Meteor*, Henry Burkard, third. Cruising B honors were taken by *Ranger*, W. Ken Glor, with *Hornpipe*, Oliver Busch, second and *Spray*, Dr. John Stewart, third, all from the Cleveland Y.C.

► The annual South Shore regatta at Vermilion Aug. 18-19 brought out an unusually large number of entries. With the North American Star championships scheduled the following week, the Star Class was most popular with 36 starters. *White Shadow*, Williams Meyers, Oxford, Md., took the first race, and *En Garde*, Cal Hadden, New Orleans, the second. In the auxiliary races Dr. Sackett of the Mentor Harbor Y.C. won the first race with his *Sesame*, and *Saracen*, Don Heisner, Lorain Y.C. the second. Harry Wirls of the Cleveland Y.C. made a clean sweep of the Lightning class. *Madcap*, W. Lewis Kershaw's converted Six-Meter sloop from the Edgewater Y. C. was the winner in the first race for Universals, and *Aurora*, Barney Wagar, in the second. Thistle honors went to *Hornet*, John Raft of Columbus, O.; Comets to John and Stanley Pincura of the Lorain Y.C. and National O-Ds to Dan Rowley of Vermilion.

► Carl Zucker, younger brother of Al Zucker of Zucker Marine Co. of Cleveland, and manager of the Rocky River store of the company, passed away suddenly on Aug. 27.

► The first Sandusky Deep Water Race, sponsored by the Sandusky Y.C. was sailed Aug. 4 over a course from Cedar Point Light to Cleveland Intake Crib to Southeast Shoal Light and return. This race should become increasingly popular. Ideal conditions at the start were followed by eleven line squalls during the night. *Tiburon*, E. F. Emmons, Sandusky Y.C., first to finish, sailed the 116-mile course in 16 hr., 21 min., 40 sec. Second to finish, *Sesame*, Dr. G. Sackett, Mentor Harbor Y.C., was winner on corrected time.

LAKE ONTARIO NEWS

By Lee Shore

► Sodus Bay Y.C's regatta Aug. 25-26, blessed by steady breezes, drew 70 boats from 15 clubs. Class winners were: Snipes–Jules Kroeger, Newport Y.C.; Lightnings–Pete Grainge, Buffalo Canoe Club; Dragons–George Sibley, S.B.Y.C.; Comets–Jack Fields, Newport Y.C.; Thistles–Harry Jerge, Niagara S.C.

► Lightning team races at Kingston Y.C. Aug. 4 between K.Y.C. and Henderson Harbor Y.C. ended in a tie. . . . The long distance Lightning race from H.H.Y.C. to Crescent Y.C. at Chaumont was won by Mrs. Phillip Robinson, H.H.Y.C. . . . Susan Greenwald and Bob Bickford won the Junior N.Y. State Snipe championships at Newport Y.C. . . . Fritz Isham won the Sunday series at H.H.Y.C. in the General Electric Assn. Island M.I.T. dinghies.

► *Tomahawk*, Canada's Olympic Dragon built by Bob Davis at Oakville, left Toronto Aug. 28 on the first leg of her voyage to Melbourne. She will be sailed by Dave and Cliff Howard and Don Tytler, of R.C.Y.C. Denbeigh Taylor and Jim Crang, co-owners of the Six-Meter *Bibis* have presented the Bibis Trophy to the girls junior sailing club for the outstanding sailing performance. Ann Wright won this trophy for the girls junior club championship and Ralph Roberts won the boys' championship and the Townsend Memorial Silver Burgee for popularity. Thirty girls completed the instruction in the first year of the girls' junior club.

► The annual inter-club junior meet at Rochester Y.C. for the Hulek Trophy was won by Sally Strain, R.Y.C. by half a point over Bill Nelson, Ithaca Y.C. Richard DeSerio, Rochester Canoe Club, was third. Juniors from six clubs raced. . . . Forty-six youngsters took part in the graduation and moving-up exercises of the R.Y.C.-Rochester C.C. junior sailing program. The Shumway Cup for outstanding achievement in sailing went to Barbara Poole and Andy George. . . . The North American District 5 eliminations for the Mallory Cup were held at R.Y.C., in Dragons. Wallace Williamson of Boulevard Club, Toronto, won the three-race series. Second was James Bentley, Skaneateles, and third Marty Teale, Olcott. . . . Thirteen Dragons from S.B.Y.C., Genesee Y.C. and R.Y.C. took part in the annual Labor Day series for the Mayor of the City of Rochester Trophy. George Sibley of S.B.Y.C. won followed by Ralph Alexander and Maury Van Horn, both R.Y.C.

► National Y.C's four Seafairs, *Condor II*, *Talikadi*, *Sisu* and *Sabrina*, have been well matched as a class and the champion is still to be decided. . . . N.Y.C's Around the Island Race for Lightnings was won by Bob Bleasby, R.C.Y.C.

► Oakville Yacht Squadron won the B.A. Peerless Trophy in the annual regatta with Port Credit Y.C. They were also hosts and winners of the North Shore Snipe championships. Each of the three clubs represented, Oakville, Burlington, and Queen City, had four teams sailing, using O.Y.S. Snipes of which they have 23.

► Wilson Y.C. summer series winners in the Snipe Class were Buzzy Lauer, Buzzy Pettit, and Dick Gall. In the handicap series the three top skippers were Buzzy Lauer, Bill Poore and Buzzy Pettit.

► Sinclair Reynolds of Skaneateles won the Central N.Y. District Lightning elimination races at S.B.Y.C. Aug. 5-6 by one point over Dr. McIntosh, Newport Y.C. Third went to Chuck Doerflinger, Conesus Y.C. These three thereby became eligible to sail in the international Lightning competition at Buffalo.

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★ IMPORTANT SEE PAGE 97

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★ *IMPORTANT SEE PAGE 97*

RAYTHEON

► Newport Y.C. won the Canandaigua Bowl for Comet competition in a team race between Newport, Shoremont, and Chautauqua Yacht Clubs.

► Seneca Y.C. was host to the Niagara Frontier district Thistle championships Aug. 4-5, won by Bill Allen, Fairhaven Y.C. Bob Summerhays of Newport Y.C. was second and Al Rush, Niagara S.C., third.

► Mort Anstice's Rhodes 27 *Rascal*, of the Rochester Y.C., won the Barrows Trophy race, Aug. 4, over a 199-mile course around Main Duck Island, starting and finishing at Rochester. This first race for a trophy presented, in memory of the late William P. Barrows, by the Rochester Y.C. to the Lake Y.R.A,. which sponsored the event, drew a disappointing six starters. *Rascal* covered the course, a beat down the Lake to Main Duck in light to moderate weather and a fast reach back in an 18-knot breeze, in 43 hr., 39 min. Second place went to Gilbert Barber's 35′ sloop *Webfoot* and third to Eric C. Moore's 52′ sloop *White Squall*, sailed by John Odenbach.

ON THE NIAGARA FRONTIER

By Reginald H. Pegrum

► The eight-boat fleet of International 21s at the Buffalo Y.C. is having an active racing season. The series completed in July for the Buzz Jokl Memorial Trophy was won by Dr. Robert Bergner's *Wunderbar* with 21 points, Earl Obermeyer's *Andiamo* was second and Jack Benecke's *Jay Bee* third. The August championship series, sailed in Abino Bay, was won by Cliff Muzzy's *Awake*, 21 points, followed by Jack Benecke, 19, and Ralph Haag sailing *Wunderbar*, 14. The Gardner Cup, ancient perpetual trophy for the Cruising Class, was won by *Dutchess*, Frank Tindle, who accumulated a 2 min. 35 sec. advantage in corrected time on a triangular course in Abino Bay. *Starlight*, Walter Minnick, was second and *Dutch Love*, Ray Adams, third. The Edward M. Smith Trophy was won by *Satyr* sailed by Delancy Rochester with a junior crew. *Blue Skies*, Adam Eby, was second, and *Sea Breeze*, Al Graham, third.

► The President's Cup at the Youngstown Y.C. was won by Elmer J. (Skip) Doyle. Five boats competed in five races and each skipper sailed each boat. Doyle won handily with a third, second, and three firsts. . . . Lew Howard has sold his Dragon *Comet* to Bill Raney of Y.Y.C. Lew is expecting a new Dragon from Sweden before summer's end. Y.Y.C. was well represented at the Canadian National Exhibition Regatta in Toronto in early September. Competitors included Fleet Captain Ted Booth, *Norseman*, Elmer J. (Bud) Doyle, *Sashay*, Skip Doyle, *Firecracker*, James H. Daniels, *Secret*, P. J. Hunt, *Dutch Maid*, and Sherm Canon, *Erne*. *Little Sister*, Fred Obersheimer, competed in the North American Six-Meter championships at the Seawanaka Corinthian Y.C. in early September. Included in his crew were Bill Rix, James H. Daniels, and Dick Cain.

► Ted Hollands of the Buffalo Y.C. has received delivery of his 32′ sloop *Ranger*. Emmanuel (Pax) Paxhia expects his new boat, a sister ship, in late September. Pax has named his ship *Aurae* which we are informed means the Greek Goddess of gentle breezes.

► The Lake Erie District Lightning Class Championships were held at the Royal Hamilton Y.C. Aug. 18-20, in which the area sailors captured all top places. Tom Allen, Buffalo Canoe Club, in *Atom*, with 2-3-2-1-1 finishes just beat Pete Grainge, *Rampage*, B.C.C. by one point. Allen, who is the defending International Lightning Class Champion, did not need this victory to qualify, so the next four in the Districts will compete also in the Internationals. These are Grainge, Karl Smither, Tom Fallon, and Stuart Anderson.

ST. LAWRENCE CURRENTS

By Arthur H. Thomson

► The St. Lawrence Valley Y.R.A. junior championship was won by Billy Drysdale, who has made a habit of winning it for some time. The series was sailed at Hudson Y.C. with five clubs participating, in Y Class yachts. Billy won all five races, sailing each of the five boats to victory with ease. The clubs entered were Woodlands, Britannia of Ottawa, Royal St. Lawrence, Pointe Claire, and Hudson, whose skippers were respectively Mary Long, Jim Delehay, Bill Drysdale, Toni Jones and Bob Thomas. Final standings were Drysdale 26¼, Jones 16, Delehay 14, Thomas 13 and Long 7.

The two leaders then went to Kingston Y.C. to race in the semi-finals of the Sears Cup but both were beaten by Hamilton. Drysdale actually led the series on points, but lost out due to a sharp luff by the Toronto boat which touched his spinnaker and thus threw him out of a race. Local sailors were very much put out at this, as Drysdale was quite obviously the best sailor of the group and was the only one familiar with the Y scow in which the Sears Cup finals were sailed.

► Royal St. Lawrence has two champions for the Olympics. Bruce Kirby won the Finn trials for Canada and Archie Cameron with crew Bill Thomas won the Sharpie. In the Dragons, Sandy MacDonald was defeated by Howard of R.C.Y.C.

► At the Atlanta Y.C. several Canadians tried to keep the Youngquist Trophy in Canada but failed by a small margin. The Youngquist Trophy is emblematic of the International Y Class Championship, and had been won by Canada for several years. However, this year Bill Berry of Atlanta beat out Archie Cameron and Harry Jones, second and third respectively. It might be pointed out that Harry Jones of Pointe Claire Y.C., near Montreal, had as a sporting gesture allowed the regatta to be sailed away from his home club and waters and we feel that such sportsmanship is wonderful to see these days. The International Y Assn. is considering awarding this event to clubs more nearly equidistant between the farthest points of class distribution. Many Canadians and Americans who think twice before trailing a boat some 1400 miles would be more inclined to make the trip if only a 700-mile haul were involved.

► The gang at Lord Reading Y.C. did a wonderful job during the Sears week and Mr. Ritchie, the club manager, can be congratulated for his successful efforts.

DETROIT JOTTINGS

By George E. Van

► The sailing portion of Detroit's second annual Riverama, a regatta held in the Detroit River practically under the skyscrapers, brought out nearly a 100 starters, including several dozen Mackinac racers. The winners: Universal A–*Pintail* Cliff Gray; Universal B–*Kismet*, Gerhard Lorenz; Crescent Sloops–*We Do Tu*, Dick Hill; L-Sloops–*Gael*, George McCormick; Privateers–*Wind Toy*, Fred Runnells; Lightnings –*Itch*, Jim Schudel; K-catboats–Fred Meno III; CK team–Detroit Boat Club. Ravens–*Frolic*, Roy Barbier; Thistles–*Spook*, Dave Sandys. Vineyard Havens–J. W. Stroh; Rebel –Tom Hendrickson. Cruising A–*Revelry*, Norm Sarns; Cruising B–*Valiant*, John Miller. Cruising C–*Meteor III*, Hank Burkard.

► One of the big turnouts of the season came in Crescent's annual regatta, which drew 150 starters on Lake St. Clair although a heat of the Harmsworth Race was being held down in the Detroit River at the same time. The winners:

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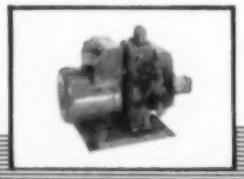

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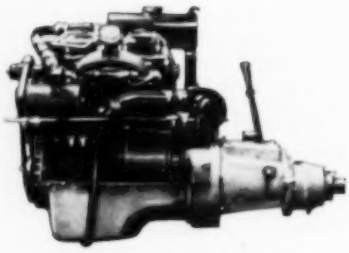

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► Bayview's annual 70-mile North Channel Race, longest event to start in Lake St. Clair, was held Aug. 18. For years it was a late September or early October fixture. Only 17 sloops showed up in this race, which has a 30-foot overall limit. Allie Chapman's L-class sloop *Nitewind*, a 28-footer, was the winner, covering the course in a bit over 12 hours. A 26-foot Privateer, Bob Roadstrum's *Cotton Top* was first in her class, fifth in the fleet. Peter Fink had the winning Luders, *Vixen*. The one C boat, *Azolus*, sailed by Jack Coakley, took last. The Cs once dominated the race. The wind was light and fair in the early hours but picked up from the west later. The fleet had a run to the turn at Algonac, a beat down the St. Clair River and a reach across the lake.

► Squally weather cut the Windsor Y.C. regatta to 68 boats Aug. 4. Most of the big boats were still cruising after the Mackinacs but the Cs were out in force as Maury De Clercq with *Happi-Ness* bested Llwyd Ecclelstone, Jr's *Bikini* on corrected time. It was the latter's best showing here as she led home her class boat-for-boat. Other winners: Ravens–Boyd Benkert; L-class–*Gael*; Privateer–*Indian Drum*, Sid Marsh; Luders–Fred Fisher; Ks–Riney Zeidler; Universal B–Bob Livingston.

► Two local craft were damaged during August in groundings. Toot Gmeiner's N.Y. 32 *Apache* tore a huge chunk of lead off her keel hitting a high spot off the steamer channel near the western end of Lake St. Clair. Bill McCurdy's sloop *Challenge*, sank when she rammed inside a wreck, unmarked, in 18 feet of water in the St. Clair River below Marine City. A salvage barge raised her.

► Edison B.C's 42d annual regatta provided some of the most pleasant sailing of the season as 148 craft raced in the lively southerly. *Apache*, just out of the boatyard after repairs, took Class A in the corrections as the first to finish, *Red Head*, Gil Pingree, moved to fifth behind *Apache*, *Falcon*, *Revelry* and *Last Straw*. Other winners: Schooner-ketch–*Malabar*, Bob Neesley; Cruising B–*Vashti*, John Detwiler; Cruising C–*Dauntless*, Tom Hanson; Universal A–*Duchess*, John Hutton; Universal B–*Ardette*, Milt Cross, Jr., Ravens–*Frolic*; 30-squares–*Mistress*, Ed Offer; Stars–*Cayuga*, George Richardson; Crescents–*Manon*, Jerry Jenkins; Ls–*Sally K*, Guy McNaron; Junior Knarrs–*Flika*, Bob Sellers; Privateers–*Windtoy*; Thistles–*Piper*, Harold Mainwaring; Lightnings–Wes Weidrick; Vineyard Havens–W. Ledvard; K-catboats–Fred Meno III; Club Sloops–N. Horvath; CK team–Edison, for the Jack Wilde Memorial trophy.

LAKE MICHIGAN BREEZES

By Les Schaeffer

► With 13 clubs entering crews for the Sears Cup eliminations, the Lake Michigan Y.A. scheduled East and West shore preliminaries at the St. Joseph River and Chicago Corinthian Y.Cs, which boiled the field down to six crews, St. Joseph, Muskegon, Macatawa Bay, South Shore, Chicago Corinthian, and Milwaukee. These six sailed the lake junior championship finals at Milwaukee Y.C., Aug. 7-8, in which the three top crews were St. Joseph River with 29½ points, Chicago Corinthian with 28½ and Muskegon with 22¼. Area semi-finals followed at Milwaukee Aug. 9-10 between the two L.M.Y.A. leaders and two top Inland Lakes Y.A. crews,

from Pine Lake and Lake Geneva. Chicago Corinthian's crew of Jay Doty, skipper, Mike Burke, Den Burke, and alternate John Stromberg won the series with 11¾ points to 10¾ for St. Joseph, 10¾ for Geneva, and 9½ for Pine Lake, each having won one of the four races, so Doty and his crew represented this area in the Sears Cup finals at Montreal.

► St. Joseph River Y.C. members and friends mourn the loss of their past Commodore Dale C. Weirs, who recently passed away. Dale was a hard worker in the club and largely responsible for the progress that the club has made in the past years. He was owner of the schooner *Bagherra*, had recently organized the St. Joseph Power Squadron and was its Commander. Dale was also a director on the Sail Squadron division of the Lake Michigan Y.A.

► The Chicago Y.C. was host for the Mallory Cup eliminations of the L.M.Y.A. In four races against three other boats Dowrie won the right to represent L.M.Y.A. in the district eliminations. In the latter series, against five other skippers, Bud Melges came out the winner. Melges, representing the Inland Lake Y.A., was greatly assisted by his crew which included his wife, the former Gloria Wenzel, a famed sailor in her own right. Gloria is the daughter of Al Wenzel, vice commodore of the Great Lakes Cruising Club, past commodore of Columbia Y.C., and skipper of the ketch *Trasko*.

► Dr. James Blackwood of South Shore Y.C., Milwaukee, reports that due to difficulties in Detroit the Barthel series was called off. Also due to difficulties, in Cleveland, the Chicago Y.C. reports the Richardson series called off for 1956.

► Three Zeeland steel yawls, built in Holland, form a new group racing in the E Class cruising division. They have created lively competition amongst themselves as well as with other E Class Cruising boats. They are *Fair Lady*, owned by Comm. John Metzenberg, Columbia Y.C.; *Allegro*, Howard Hansen, Columbia Y.C. and *Blue Bell*, Joseph Field, Anchorage Y.C.

► The Outboard Boating Club of America reports the most successful National water ski meet held so far. LaPorte, Ind. was flooded with 28,000 visitors. Harrie Williams, owner of Williams Boat Mart in LaPorte, was the LaPorte Y.C. chairman of events.

► The annual Lake Michigan Y.A. regatta, commemorating the founding of the Association, was held on the west shore of Lake Michigan for the first time in several years under the auspices of the Chicago Y.C. The event attracted a record number of boats, the entry list totaling 100 in all classes. Class winners were, Cruising A., *Gypsy;* Cruising B., *Copperhead;* Cruising C., *Marlin;* Cruising D., *Fleetwood;* Cruising E., *Lorelei II;* R Class, *Gypsy;* U.S. One-Design, *Flame;* Star Class, *White Magic;* Universal, *Oslo;* 22 Square Meter, *Lalla;* L-16, *Fun;* Lightning, *Istar;* 110 Class, *Dolphin;* Arrow Class, *Ursula*.

CONTROL POINTS

By M. L. Hersey

► The *Irene K IV*, owned by E. A. Kalil and navigated by Dr. Ralph Whipple, won the sixth annual Shrewsbury Y.C. predicted log contest with a score of 1.7347 percent error between actual and predicted elapsed times. A close second was Wm. Edgar John's *Welcome* with 1.7414 percent and third Myron Wolf's *Sea Wolf II* navigated by George Stapleton with an error of 1.8336 percent. First prize was the handsome National Express Cruiser Championship Trophy presented by the National Assn. of Engine and Boat Manufacturers.

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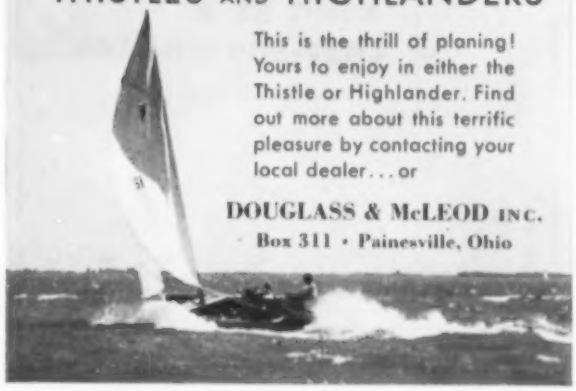

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N.Y.A.C.

For his victory in the New York Athletic Club's Block Island Predicted Log Event, William Edgar John, of Rye, N.Y., left, receives the Sir Thomas Lipton Viking Trophy from Comm. Hynes. Piloting his 72-foot cruiser "Welcome," Mr. John had a percentage error of only 1.941 for the 103-mile course

The winning team from Manhasset Bay Squadron consisted of *Sea Wolf II*, *Irene K IV* and Robert A. Specht's *Spectator II*, which came in fifth among the individual contestants. Second place went to the Shrewsbury River Y.C. team and third to the Monmouth Boat Club. Austin Winters in *El Moreen* won the new George R. Plant Memorial Trophy for the best score among the Shrewsbury River Y.C. members. Winters came in fourth among individual contestants. *Gosling*, Elmer Reynolds, won the Last-Over-The-Line Trophy. (*Gosling* proved that this was only an accident by placing fifth the following weekend at Richmond County Y.C.)

The 43-mile course in Lower New York Bay ran around Sandy Hook to Ambrose and Scotland Lightships, then to Rockaway Point, to West Reach in Raritan Bay and home to Bell 2 off the Highlands. In criss-crossing the deep water channels at the entrance to New York Harbor the skippers and their crews were thrilled and sometimes dismayed at having to pass close by outward-bound ocean liners.

► The Captain Billop Trophy was awarded to Myron Wolf's *Sea Wolf II* in the third annual predicted log contest conducted by Richmond County Y.C. Navigator George Stapleton's error was 1.817 percent. *Spectator II*, Bob Specht, was second with 1.9740 percent and third was *Mar-Lin*, with owner Larry Riordan in command. His error was 2.3638 percent. The first team prize was won by Manhasset Bay Squadron. Second team was Richmond County Y.C. and third Shrewsbury River Y.C.

This seventh contest in Eastern Cruiser's 1956 series provided something of an upset in the scores for the three national high-point trophies. Up to this race the *Irene K IV*, one of last year's winners, had maintained a lead. *Sea Wolf II*, with surprising consistency, has had one first, two seconds, a third, a fourth and a fifth in seven races. This victory puts *Sea Wolf II* in first place for all three national trophies—the Herbert L. Stone, the National P-L Championship and the Dewers Trophy. (The latter is to be awarded on the basis of the best five scores of the season.)

Nobody knows what Chairman Kenneth Milnes' committee had in mind last March when they laid out this 51-mile course, with two legs out in the Atlantic where there were no Tidal Current Charts. If the purpose was to induce some head-scratching, the plan worked, but the skippers' mental efforts did not. Twenty-two of the 24 competitors were slow by over 100 seconds on the 14-mile run from Jones Inlet to Rockaway Point. Even the boys with "local knowledge" were befuddled by the circular currents of the area. Bob Specht, whose home is in the front yard of Jones Inlet and who is one of the best in predicted log racing, and who placed second in this event, accumulated nearly half of his total error on this run.

SOUTHERN MASSACHUSETTS

By F. C. Gray, Jr.

► The Mattapoisett Y.C. sponsoring its sixth annual regatta Aug. 4 with a record fleet of 60 boats crossing the line. Light, shifting winds played havoc with the racing and almost eliminated the cocktail hour as hardly a boat crossed the finish line before six o'clock. Dick Young took the handicap honors in his S-boat *Allise* followed by Dick Prouty in his Yankee *Heron*. The invading Beverly Y.C. took both first and second spots in the 110 when Mike Deland and A. R. Pierce III finished in that order. Mary O'Brien won the Herreshoff 12s and Charlie McGowan and Allison Hill won in the two Beetle Cat divisions.

► The following day at Barnstable Penelope Sinclair and her crew, Milly McSherry, walked off with the Beetle Cat Women's Championship, running up a 44% point score for the five-race series. Second went to Edgewood (R.I.) Y.C. as Judith Loxley lost her lead after holding it through three races. Faith Cummings, the defending champion, ended in sixth place. Third went to Bass River with Angelica just behind. The series was free of protests, and was almost free of wind in the morning, but the afternoon produced a little breeze.

► The New Bedford Y.C. held its regatta, its cruise and its Whaler's Race during the month. The first day of the regatta drew over 70 boats and almost no wind. The cruising classes only just finished before the sunset deadline. The second day brought a good breeze and the big boats were sent out to Ribbon Reef after a run down to Mosher's Ledge. When the points were figured C. M. Dodson's sloop *Renova* and Seabury Stanton's yawl *Caribbee* were tied for first in Class A while Chapin Riley and Gurnsey Kline's Concordia *Half Mine* had taken first in Class B. Class B also contained a three-way tie for second among two Concordias, E. B. Sydnor's *Windsong* and Dan Strohmeier's *Malay*, and Otis Stanton's N.B. 35 *Tropic Bird*. There was one more tie between Dave Almy's *Daddy-O* and Leslie Sise's *Wishbone* in the Tech Dinghy Class.

In the 110s the *Whose Excited* was first on both days and Leo Telesmanik took the second place. Steve Stressinger, of Wild Harbor, took the Herreshoffs with a first and a second for the two days and another Wild Harbor skipper, Jack Durant, took first in the Beetles Div. I both days. John Morse and Fred Tripp took the first two places in Beetles Div. 2 and Frank Mahoney took second after Jack Durant. Joan Millet won Div. 3 with Jocelyn Kinney second, flying the colors of the Mattapoisett Y.C.

The N.B.Y.C. Cruise was a success with over 30 boats taking part in the two-day affair. A race was run from Padanaram to Lone Rk. buoy off Quicks Hole and then up to Gull Is. Bell for cruising boats of any type and Charlie DeMailly took the honors in his Yankee *Tara*. A party was held at Cuttyhunk and the fleet returned the following day.

► The Whalers Race, around the 100-mile course, saw Alex Bright's Concordia *Safari* over the starting line first in a very light breeze. Right behind her came Dan Strohmeier, followed by Seabury Stanton's *Caribbee* and C. M. Dodson's *Renova*. The light airs gave way to a good southwester as the fleet headed out for the Noman's Hooter, and all the boats passed to the east of Sow and Pigs Reef rather than going through Quicks Hole. *Caribbee* was followed around the whistler by *Malay*, *Renova* and *Safari*, as the boats headed for Block Is. *Caribbee* was first to complete the circuit of the island and she had made it from south to north, *Malay* and *Renova* picking the opposite route and rounding in that order. *Malay* stayed close inshore on the way back while the others kept offshore. The first to finish was *Caribbee*, but when the times were corrected it was *Malay* over *Caribbee* by almost 32 minutes. The race was one of the fastest ever sailed with *Caribbee* completing the 100 miles in just under 18 hours.

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MASSACHUSETTS BAY FLASHES

By Leonard M. Fowle

► For the first time in many years, the junior championships of the North and South Shores of Massachusetts Bay were settled in August rather than July, due to the earlier date for Marblehead Race Week. Jonathan Wales brought the Curtis Cup for the North Shore title to the Eastern Y.C. for the first time since 1946 in a series held off Marblehead by his club, Aug. 14-15. Thirteen crews participated in eliminations at Annisquam, Eastern Point, Corinthian, and Winthrop. In the finals at Marblehead the scores were: Eastern 19¾, Manchester (Capt. Robert Crocker) 14¾, Eastern Point (Fred Pryor) 10, Schools Sailing (Polly Hogan) 10, Corinthian (Richard Booma) 8. Sailing with Wales in the championship crew were Harry Taylor, John Osgood, and Nicholas Kip, alternate.

Capt. Joseph Carven, Jr's Wessagusset Y.C. crew won the Finlay Cup for the South Shore Junior crown, which drew ten crews. The four-crew finals found all entries starting the final contest separated by exactly ¾-point. Carven, 17-year-old Hustler ace, made his fourth bid for the South Shore crown successful by climbing past Squantum on the final windward leg. The scores were Wessagussett 11¾, Squantum (Paul Sullivan) 10¾, Hingham (Henry Cook) 9, and South Boston (Kenneth Call) 8¾. Sailing with young Carven were Bruce Orcutt, Ronald McKee, and Ann Koopman, alternate.

► Aug. 11-12 was an active weekend for the cruising-racing boats as the Eastern-Scituate and Boston's Gould Memorial Trophy cruises were scheduled in what seemed to many unnecessary conflict. The Eastern run to Scituate for the W. Marriott Welch Trophy was taken by the club's No. 1 member, octogenarian Thomas H. Shepard, with *Irondequoit* by more than a half-hour on corrected time in light airs. In the Sunday run back to Marblehead for the Charles Francis Adams Memorial Trophy, the victor was Bill Brewer, commodore of Manchester, in his Pilot Class sloop *Jacques Coeur*. . . . Both of Boston's runs, the same weekend, for the Albert Gould Memorial Trophy went to William M. Wood's Concordia yawl *Swan III*. Bishop and Well's staysail-rigged yawl *Jennifer* was runner-up in each contest. This Boston cruise had Eastern Point as its overnight destination. A class for boats not racing under the Cruising Club of America Rule was won by Alfred M. Reiss' ketch *Hawk*.

► George G. Crocker's Cruising Eight-Meter *Tango II* won both races of the Eastern Y.C.'s weekend cruise to Eastern Point Aug. 25-26. In the race from Marblehead her margin over *Swan III* was close. On the return jaunt she downed Robert B. M. Barton's sloop *Sally III* by more than 15 minutes corrected time in a real breeze of wind.

► Annisquam held one of its biggest modern Chowder Races, Aug. 17, when 108 boats sailed on Ipswich Bay. Bob Sides' 210 sloop *Spray* copped Division A from Paul Woodbury's *Flamingo*, a Star. Class winners included Julie Hedblom in *Teaser VIII* (Lightnings), Dan Williams' *Thunderbolt* (Class O), and Meredith Boyce's *Oriole* (Triangles). Bob Dangelmayer's *Puff*, a Fish Cat, won Division B and the C Division went to Tom Bourneuf.

► In a tight series at Marblehead, Aug. 24-25, Henry Ashley—former New England titlist—won the second annual Massachusetts State crown of the Lightning Class by three-quarters of a point from R. Russell Smith 2nd in *Teaser VIII*.

► The Eastern Yacht Club's annual three-race Sunday morning series for special trophies concluded Aug. 25 with the following results: Ladies Plate for U.S. One Designs, Byron Wiswell's *Goose;* Guy Lowell Memorial Trophy, International O-Ds, Bruce Campbell's *Interlude;* Commodore John Lawrence Bowl, 210 Class, Roger Bakey's *Lark;* Edwin

A. Boardman Memorial Trophy, 110 Class, Stanley Hayes, Jr's *Court-Li*.

BAY LIGHTS: A Pleon Y.C. team which employed five skippers—Jeff Mason, Donnie Logan, Dick McNamara, Tom Welch, and Joe Batchelder—defeated the Seawanhaka Corinthian juniors in 110s off Marblehead, Aug. 14-15, in three straight races. . . . The Hull Y.C., which, with Hingham, did a superb job of handling both the competition and entertainment connected with One-Ten Internationals, jumped from one big job to another by holding its annual Gala Day Regatta, Aug. 25, only 24 hours later. Several 110s stayed over to compete and Peter Coggins' *Oh! No!* was the victor. Other winners included Bob Danforth's *Wayward* (210), Roger Worthen's *Jato* (4-Meters), Joseph Carven, Jr's *Arawak III* (Hustlers), Bob Morley's *High Satiety* (Snipes), and Linda Hogan, Jane Bilodeau, and Quentin Walsh in the Turnabouts. . . . Pleon race committee chairman Steve Newhall and Dick Barton, sailing *Storm Trysail*, won the deLoriea Memorial Trophy Race Aug. 28. . . . High winds Aug. 12 curtailed the annual regatta of the Cape Ann Y.R.A. to a single day. Victors in the larger classes of a 107 boat fleet were Walter Kimball's *Kim* (Class I), Paul Woodbury's *Flamingo* (Stars), Emily Wick's *Shearwater* (Jollies), George Bates' *Vidt* (Triangles), Benjamin Smith's *Teaser VIII* (Lightnings), Arnold Dow's *Curlew* (Towns), David Estabrook's *Hazel Dell* (Bantams) and Robert Dangelmayer's *Puff II* (Fish). . . . The Turnabout Class' senior or unlimited crown, sailed at the same event, was won by *Sis*, Tommy Clark, of Rockport.

DOWN EAST

By Jerry McCarty

► Winner of the fifth annual Retired Skippers Race, held this year in Eggemoggin Reach, was Capt. Leroy H. Greenlaw, 75, of Stonington. Greenlaw beat out his arch rival Capt. William H. Black, 73, of Northeast Harbor, for the second time. Each now has two legs on the Capt. Henry Whitney Challenge Cup. Greenlaw again raced Alan C. Bemis' yawl *Cirrus* and Black sailed the sloop *Piera*. The race began at Bucks Harbor with a glassy sea. The eight entries were all hopelessly becalmed at the start. Greenlaw caught a puff that didn't reach the others and stole a quarter-mile lead. He finished two miles ahead of Black, the runner-up. Close astern of Black was Capt. William J. Conary, 83, of Deer Isle, sailing the yawl *Ava Linda*.

► Centerboard Y.C. of South Portland was host for the Maine State Lightning Regatta. Winner was Samuel Stowell's *Yankee Dandy* of Lake Bomoseen, Rutland, Vt., with 84½ points. A half-point behind was *Sandy Key*, Fred Harris of Spofford Lake, Chesterfield, N.H. Third was Gardiner Brown's *Encore* from Lake Auburn, Maine. At stake was the Ernest Randall Trophy. A grandson of Mr. Randall's, Duncan McInnes of Centerboard, finished sixth. He won one race, sailing the *Muffin*, the boat in which his grandfather took the '48 championships.

► Maine's entry in the Sears Cup semi-finals was a team from the Sorrento Y.C., with Sturgis Hawkins skipper and crew Jill Ewing and Richard Gurin. . . . Camden Y.C. won the Adams Cup eliminations at York Harbor to represent New England in the finals at Cohasset. The Camden crew consisted of Mrs. John Hutchinson, skipper, Minnie Tucker, Mary Litchfield and Edith Kelly. They won all three races to capture the Wakeman Bowl, the New England women's championship trophy. . . . Anne Chadwick of the Portland Y.C. represented Maine at the National Midget Turnabout races at Lake George, N.Y. . . . James Stanley, Jr. of Falmouth Foreside won the National Junior Turnabout championships in Casco Bay. . . . The three-year-old Sebago Lake Y.C. has recently acquired a 30-acre club site and building, according to Comm. Herbert K. Smaha.

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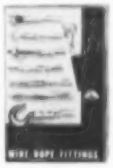

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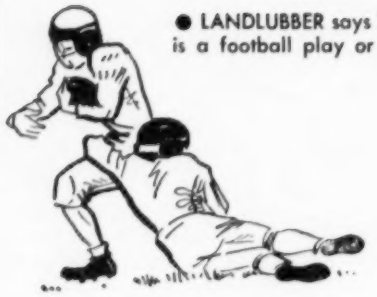

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► Winner of the Commodore's Cup Races at Kollegewidgwok Y.C. in Blue Hill was Mrs. Alida Milliken Camp in *Frolic* of the Atlantic Class with Jean Becton second in *Madcap* and Dorothy Hayes third in *Phantom*. Priscilla Pierce was first in the junior class and Henry Becton first in Turnabouts. July series winner in junior racing was Bill Starkey in *Whirlwind*. William Shallow's cutter *Nutmeg* won the club's Nevin Trophy for auxiliaries. The sloop *Gleam*, owned by the Britton brothers of West Southport was second.

► Lash Brothers yard in Friendship has delivered a 40′ auxiliary sloop, the *Peregrine*, to E. K. Merrill of Tenants Harbor. The design is by F. Jay Wells of New York. Deck beams are of Dural Aluminum and planking is Philippine mahogany. *Peregrine* carries 642 feet of sail. Her auxiliary is a 25 hp. Sea Scout. She has accommodations for five. . . . Bob Rich of Bernard has launched a 40′ cruiser, *Bluejacket*, for William W. Fitler of Philadelphia. *Bluejacket* is powered by twin 200 hp. Chryslers and has accommodations for six. . . . Newbert & Wallace of Thomaston have built a 42′ cabin cruiser for Capt. Henry Klimm of Woods Hole, Mass. Named the *Sheila Ann*, she was designed by Dwight Simpson of Boston. She is twin screw and will be used for sport fishing. . . . Gosta Scoog of Vinalhaven is building a 37′ cruiser, the *Mariclide*, for John Enk of Northport, Me.

NARRAGANSETT BAY GOSSIP

By Terrell E. Cobb

► The Narragansett Bay Y.A's 1956 regatta season ended the way it started—a race without a single tack. However in between the first regatta, out of East Greenwich, and the last, off the Rhode Island Y.C. the season's races were excellent. Ronnie Boss' 110, *Gee Whiz;* Milt Ernstof's *Gaffer* in the Herreshoff 15s and Douglas Behrendt's *Wren* in the Snipes were repeaters from the 1955 season. Other season Champions were Phil Kenney's Raven, *Skylark;* But Hunt's S, *Musketeer;* Ralph Potter's Indian, *The Braves;* John and David Gordon's Lightning, *Highlander;* Paul and Gene Healey's Town, *Mambo;* Charles Plumb III's, Able Beetle, *Little Eleanor;* David Swanson's Apprentice Beetle, *Two Bits*, and Dorothy Brown's White Cap, *Deb*.

► Three new sailing craft were added to the Bay's cruising fleet during the latter part of August, one a proa Polynesian outrigger canoe. The canoe, with 288 sq. ft. of sail in a lateen rig, is something to behold when seen sailing out of Bristol Harbor with her owner and skipper, Nicholas Monsarrat of Seekonk, Mass. at the helm. She is 30′ o.a. with a beam of 2′6″. Monsarrat and his sons Peter, William and Nicholas, Jr., spent a year and a half building the proa in their barn. . . . Russell Field, Jr., of Barrington, has acquired a Webber-designed Norsaga sloop, *Quartette*, built in Norway this year—32′3″ o.a., 25′ w.l., with a draft of 4½′. . . . Donald Wells, also of Barrington has taken delivery of a 30′ Danish-built motor-sailer.

► The Wharton Yard at Jamestown recently completed a 30′ sport fisherman for William B. Lewis of New York, with berths for two. Her estimated speed is 35 m.p.h. with twin 215 hp. motors.

► Ed Keenan's 34′ cruiser *Grayfinn* won the Greenwich Bay Power Squadron's predicted log contest. Eight boats competed in the 20-mile event, from Greenwich Bay to Dutch Harbor. Second was J. A. Loud's *Nutmeg*, third Ray Cripps' *Gull*. . . . Sweet's Landing, Touisset, Mass., was the scene of Dist. 14's annual rendezvous, where 36 boats tied up at Staff Capt. Howard Sweet's dock. The predicted log and piloting contests were combined, Charlie Goff's *Fantasy* and Bion Pierce's *Habaradjan* taking first and second in both events.

► Approval of one protest and rejection of another put the Edgewood Y.C's senior sailing team into the Mallory semi-finals at Nantucket. Skipper Tom Hazlehurst, with a crew of Charlie Read, John Hammond and Bill Day, won the Narragansett Bay senior title and with it the Bolero Trophy. . . . Previously the Edgewood Y.C. junior team had won the Bay eliminations for the Sears Cup and the John R. Fales Trophy. They later went on to win the semi-finals at Squantum and represented New England in the finals at Montreal, finishing third. Ronnie Boss was skipper, his crew being Wally Hough, Bob Waller and alternate Charlie Plumb, III. . . . To make it complete, Edgewood's distaff mariners represented Narragansett Bay in the Adams Trophy semi-finals at York, Me. Judy Loxley as skipper with Nancy Waller, Linda Darby and Merrie Allen as crew finished second, thereby moving on to the finals at Cohasset, Mass. Previously, the Newport Y.C. team had beaten Edgewood in the Bay eliminations, thereby gaining a leg on the Commodore Leonard Colt Trophy, but Newport was unable to go to the semi-finals.

► "Boat traffic and accidents rival cars," reports the "Providence Journal," pointing up the changing nature of weekend excursions. . . . First it was Wickford Harbor, now Warwick Cove, that has been plagued by speeding and careless outboard motorboat operators. David Dorr, volunteer harbormaster, does what he can to cut down on reckless operators, but states, "It's foolish to waste your money, gas, and time to try and control 440 boats that go in and out of the cove; it can no longer be handled on its present voluntary basis." . . . Mayor Joseph Mills says, "If there is a problem in the cove my administration is willing to investigate it."

► The first five skippers in the Herreshoff S Class standings as of Sept. 9 should be seen in action off the Larchmont Y.C. on October 12-13, when the Narragansett Bay Team will battle it out with the Western Long Island Sound S Team in their annual team race. As of the second week in September, Bud Hunt, Knight Robinson, Dr. Arthur Cuddy, Jesse Caton and Phil Lenz, with only three races remaining seem to be a sure bet, with Carrol Gould as alternate.

LONG ISLAND SOUNDINGS

By William H. Taylor

► Five skippers looked virtually unbeatable, with margins of more than 40 points over their nearest competition, as the struggle for Y.R.A. class championships swung into its final month, just before Labor Day. They were John H. Judge with *Celerity* in the S Class, Betty Weed with *Firefly* in L-16s, Bill Corwin with *Harpoon* in 210s, Tom Floyd Jones with *Blitzen* in the Quincy Adams, and Mike Mooney with *Boojum* in Ravens. Closest fight was in Lightnings, where Fred Hibberd had only four points on Bizzy Monte-Sano. Bus Mosbacher led Warner Willcox by 28 points in the Internationals; Fred Hutterer had 16 on Ted Reyling in Atlantics; Stan Ogilvy was 20 up on Owen Torrey in Stars; and the Beamishes in *Ditto* led Jamie Brickell by 24 in 110s.

► Bus Mosbacher's *Susan* also leads the Internationals' Saturday Bermuda Trophy series, and the combined season standings. . . . And, after winning the Sound championship Hipkins Trophy, as noted last month, Bus swept unbeaten through the area Mallory Cup semi-finals against Eastern Connecticut and Great South Bay crews, and as this is written is off to Seattle for the N.A.Y.R.U's senior title series.

► Blue Jays turned out an 86-boat class in the Knickerbocker-Manhasset-Port Washington junior series Aug. 14-16, with Oren Boynton winning, followed by Jim Sykes and Douglas Gould. Six skippers were undefeated in the series,

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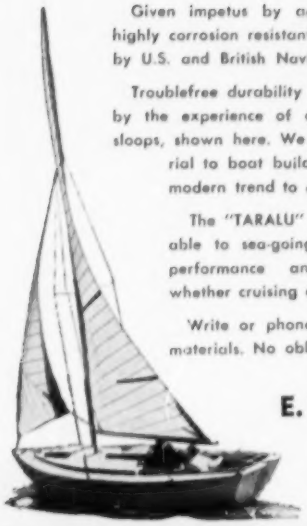

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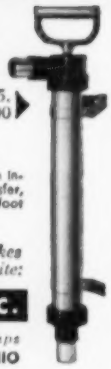

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★ *IMPORTANT SEE PAGE 97*

RAYTHEON

which a calm cut from three days racing to two. They were Peter Gonzalez in Meteors, Peter Dobson in Thistles, Tom Roberts in Comets, Phil Aberman in Snipes, Dick Sykes in Lightnings and Glenn Grandpierre in L-16s.

► City Island Y.C. again took home the main prizes from the Port Washington Y.C's two-day, 42-boat racing cruise to Huntington and back, Aug. 18-19. Paul Hoffmann's *Hother* won for a second straight year in the big class and over all, while Bob Miller's slippery little *Latonka* beat the smaller cruising boats in Div. II. Al Clark's *Bosunbird* won in Div. III, (Racing Class boats) and Al's brother Ted in the Eight-Meter *Iskareen* was runner up-to *Hother* in Div. I. Paul's brother George was third in this group with the N.Y.Y.C. 32 *Salty*. Between them, the Hoffmann brothers have taken the overall prize in this event four years in a row.

► Sound midget champion is the Indian Harbor Y.C. crew headed by John Marshall, 14. Marshall and the Noroton crew steered by Kevin Jaffe tied on points, but the former beat Noroton in three of the five races. The other finalists among 19 entries were Huntington (Eric Hall), Seawanhaka (Edith Buck) and Rocky Point (Stuart Cowan).

► Seems like old times in the International Class since Arthur Knapp is back and winning again. With Corny Shields on the beach this summer for health reasons and young Corny, Jr., in the service, the former persuaded his long-time rival to take *Aileen's* helm for the rest of the season.

► Ernest Stavey, nationally known for many years as secretary of the North American Y.R.U., and also of the Y.R.A. of L.I.S., died in his Huntington, L.I., home Aug. 28. He had been inactive for several years due to ill health.

► Blue Jays turned out 46 strong for Pequot Y.C's annual invitation regatta for that class, which was won by Tom Munnell, of Pequot, with Weidenheimer, also Pequot, runner-up and Ian Fraser, Larchmont, third.

► Paul Hoffmann's *Hother* added the City Island Y.C's 140-mile Cornfield Lightship race to her season's wins Sept. 9, while in the shorter overnight races for smaller craft, winners were Stuart Enscoe's *Windrush* in Class B, Dr. H. J. Parker's *Dodieva* in C, and Walter Rath's *Brigun* in the racing boat division. . . . The yawl *Good News*, A. L. Loomis, Jr., was the fleet winner in the Seawanhaka Corinthian Y.C's three-day cruise.

GREAT SOUTH BAY BREEZES

By Eugene V. Connett

► Peter Paige in *Her Ladyship VI* won the Star Class Corry Trophy at Babylon Aug. 5. Charley Dominy in *Independence* was second, beaten by only one point. Standish Medina's *Ethel* in the Moriches Bay Class, and William Parke 3rd's *Mischief* in the Blue Jay Class, each won all six races. Charlie Axtmann won the Narrasketuck Class in *Teaser III*, with Wilbur Ketcham's *Defiance* second. . . . A week later at the Unqua Corinthian Y.C. Ketcham was first and Gil Haight in *Vamarie* second. . . . At Bellport Aug. 8 a Parent's Race was held in Beetle Cats. Ted Everitt got a third in the first race, and Mrs. Billie Everitt was first in the second race, thus dragging her husband along into first place in the series. Dr. French obliged by upsetting in front of your correspondent's place; motorboats rushed to his rescue and towed him ashore.

► Mrs. Robert Rice of the West Hampton Yacht Squadron won her district qualifying regatta at Rumson Country Club Aug. 14, putting her in the Adam's Cup finals.

On Aug. 19 the Foulke Memorial Trophy of the South Bay Cruising Club, in an overnight race from Babylon to

Bellport and return, was won by Edward F. Dannemiller's Class C *Tranquil* on corrected time. John F. Young's *Reverie* was first to finish. . . . The Midget Championship of the G.S.B. was won by Peter Hewitt of the Cedarhurst Y.C., who received the Picken Trophy. Hunt Lawrence, Dick De Young and Pete Abbott of the Babylon Y.C. won the Seamanship Award for the series.

► The West Island Race of the S.B.C.C. saw 51 cruising boats start. Class A was won by Edward Prince in *Katydid*, with Ferd Wyckoff in *Falcon* second. Handicap Chairman Beinert was first in Class B with *Lady Lou V*, with Lansing Dupree in *Lively Lady* second. In Class C Everett Seidenberg won in *Errant*, with Bill Bradt in *Nancy* second. John McInerny in *Ellen* won Class X. . . . On Trophy Night of the S.B.C.C. Jean LaCombe, a young Frenchman who had just sailed the Atlantic from Toulon to New York in an 18′ boat, was given the club's Cruising Award for the most interesting cruise of the year, he being an Honorary Member of the club.

► The three-day regatta at Bellport over the Labor Day Weekend, started in a thick fog which lifted, but soon thickened up again. On the second day the fog was even thicker, although a nice southwest breeze pushed the boats along through the murk. On Labor Day the weather cleared and the 164 boats followed the committee boat well out into the Bay for a windward start against a light northerly. Dr. Merrill Foote, chairman of the committee, delayed the start an hour and 15 minutes, wisely waiting for the wind to settle, which it did in the southeast. Then all the fleet went back to the northern side of the Bay, and enjoyed a good windward start and a steady breeze for the rest of the afternoon. It is nice to see a race committee chairman with the courage of his convictions, and even nicer to see his guess turn out right.

The final results for the three days were as follows: Star Class–Stan Ogilvy in *Flame*, first; Pat O'Gorman in *Wahini*, second; W. Lynn in *Heather*, third. Narrasketucks–Wilbur Ketcham in *Defiance*, first; Charlie Axtmann in *Teaser III*, second; E. Arink in *Ariel*, third. Beetle Cats–P. Linker in *Scarab*, first; Peter Small in *Small Fry*, second; R. Maust, Jr. in *Hep Cat*, third. SS Class–G. Carmany III, in *Shady Lady*, first; J. Dudley in *Curlew*, second; J. Pittejinian in *Widgeon*, third. Snipes–G. Thomas in *Mist*, first; R. Shepherd in *C-Sharp*, second; C. D. Schnee in *Avenger*, third. Seaford Skiffs–Kim Ireland first (a clean sweep); John Anderson, second; Randy Ronback in *Tailwind*, third. Lightnings–Sam Zorovich in *Mist*, first (a clean sweep); William Thomas in *Black Orchid*, second; Alex Pearson in *Chanty*, third. Sailfish –Decker Orr in *Seros*, first; T. Fenner in *Shamrock*, second; A. R. Allan, Jr., third. In the Thistle Class Doug Westin made a clean sweep of three firsts in *Old Smuggler*; Hastings Reddall in his Raven *Flying Fox*, and P. Hilgendorf in his Blue Jay *Madchen* also swept their respective classes.

JERSEY JOTTINGS

By Bill Robinson

► Unusually heavy fog failed to keep top skippers of the Barnegat Bay Y.R.A. from navigating to season championships in the last regatta of the campaign at Seaside Park Y.C. Sept. 1. A perfect score for the season was turned in by Betsy Schenk of Bay Head in the Moth Class, but most of the other classes were more hotly contested. One of the closest was the Class A ("hot") Lightning series in which Bob Adams of Bay Head had to beat Jim Carson of Metedeconk in the last race, which he did. Class E sloops, long a Bay favorite, saw George Nelson of Island Heights squeeze by Tom Buck of Mantoloking by one point.

Other class winners were: B Sneaks–Sue Mathey, Mantoloking; 17′ Cats–Russ Lord, Lavallette; Jets–Bill Horrocks, Island Heights; A Sneaks–Eleanor Chance, Mantolok-

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- March 2, 3—Miami Yacht Club Midwinter Regatta
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ing; Jr. Comets–Mike Snyder, Beachwood; Penguins–Walt Zwarg, Mantoloking; A Cats–Bob and Don Sayia, Seaside Park; G Sloops–John Wardell, Bay Head; B Lightnings–Al Molitor, Normandy Beach; Comets–George Doscher, Island Heights; Flying Dutchmen–Flint Larrabee, Toms River; Senior Sneaks–John Moody, Beachwood.

► Largest open regatta of the month in North Jersey was the 86-boat National Sweepstakes Sailing Regatta at Monmouth S.C., Rd Bank Aug. 11-12. Biggest entry was 26 in Wood Pussies, won by Robby Robinson of Shrewsbury S. and Y.C., followed by Rick Dickinson and Mrs. Barbara Sayre Bull of Navesink S.S. Mrs. Bull was the North Jersey Y.R.A. Women's champ and finished second on Aug. 14 in the Adams Cup semi-finals at Rumson C.C. behind Mrs. Louise Rice of Great South Bay.

Other class prize winners at the Sweepstakes were: Lightnings–June Methot, Charlie Allaire, and Reid Dickerson; Comets–Roger Low, Dave Kingston, and Dean Waters; Penguins–John Harkrader, Roger Brown, and Howie Kaufman; Flying Dutchmen–Jerry Hatch, Harry Sindle, and Dave Berry.

► The final North Jersey Y.R.A. event of the season was the Midget championship sailed in Wood Pussies at Rumson C.C. Aug. 8-9. The seven-race round-robin was won by Robby Robinson of Shrewsbury S. and Y.C., with Don Spurdle of M.B.C. second and Jeff Tardiff of Pines Lake third. . . . Barnegat Bay Y.R.A's Midget championship was won by Rick Ill of Mantoloking on his home course Aug. 23. A 19-skipper entry sailed three races in Duck Boats drawn by lot.

► Mantoloking Y.C. then played host to the second annual Metropolitan Midget championship for crews from Great South Bay, North Jersey, and Long Island Sound. In the four-race round-robin in Jet 14 sloops Aug. 30, John Marshall of Indian Harbor Y.C., Greenwich, Conn. was first with 11½ points to 11¼ for Bill Parke of Great South Bay. Going into the last lap of the finale, three of the four boats were in a mathematical and physical position to win the title. Robby Robinson, North Jersey, led on the first lap but had centerboard trouble and dropped back, so that Marshall covered Parke to win. Marshall had fouled out at the start of one race but had two firsts and a second, while Ill fouled out of a race he had won.

► A second race of the summer for cruising auxiliaries out of Sandy Hook Bay Aug. 26 brought a fleet of 15 trying for Shrewsbury S. and Y.C's Blue Water Bowl. The course was 18 miles, rounding Scotland Lightship. It was won by Alfred Poor's 50′ Herreshoff sloop *Makai* by almost an hour over Bob Forrester's Concordia yawl, *Liat*, with Bert Fahnestock's Lion Class sloop *Trinket* third. The good entry list augurs revived interest in ocean racing out of the area, and there is local talk of trying to get one of the outside ocean races from Newport to finish off Sandy Hook and use the Atlantic Highlands Yacht Harbor as a base.

► The Brigantine Y.C. Lightning Regatta Aug. 25-26 was won by Marge Adams of Bay Head in her only start of the season after a European vacation, with Dave Shay and Joe Neiner of Raritan Y.C. second and third in the 19-boat fleet.

CHESAPEAKE BAY ACTIVITIES

By Malcolm Lamborne, Jr.

► Lower Bay skippers are developing a reputation for style-setters in new one-designs. In the Fishing Bay Y.C. regatta in mid-August, two classes made their debuts, the bay-developed Mobjack and the new Jolly Boat. The Mobjack series was won by Allan Hicks with designer-builder Roger Moorman in second place. The JBs wound up in a three-way

tie among Bob Norton, from Marblehead, Mass.; Lloyd Emory, twice Chesapeake men's sailing champ, and Bill Cabell. Norton won the sail-off. Winners in other classes were Happy Hogshire, Hamptons; Ted Causey, Penguins; Ted Hogshire, Moths; John Hawksworth, Sailfish; W. Ashby Jones III, knockabouts.

Twelve yachts competed in the 40-mile race from Norfolk to Fishing Bay. First to finish and winner in As was Garland Miller's *Tradition*. Other firsts: Ray Brown's *Celerity*, Bs; Barry August's *Argo*, Cs, and Ray Hooker's *Ellfin*, Deltas. The lower bay's biggest regatta of the season was sailed in a 15-mile breeze the first day and light airs the next.

► Corsica River Y.C. came up with new twist for its race for the big yachts at regatta time. Instead of racing in the river, with little fellows all about, they took it easy on Saturday, watching the one-designs, then raced back to the Western Shore on Sunday. Best fleet time was by Norman Owen's *Kate*, B class winner, but Johnson Grymes' Class A *Folly* was just 14 seconds behind her on corrected time. Charlie Poor's *Sandscraper* won in Class C; Buzz White's *Valiant* racing division, and Talbot Walker's *Drum Fire*, Deltas. . . . The Penguins, which are as thick on the Eastern Shore as sea nettles, turned out 42 boats for the three-race series, which Ed Cotter of the Potomac River fleet won. Other winners were Paul Lubarski, Annapolis Y.C., Hamptons; Stan Ogilvy, Larchmont Y.C., Stars; Johnny Swaine, Tred Avon Y.C., Comets, and Hal Lagarde, Jr., Tred Avon, Thistles.

► The Naval Academy racing fleet, which hasn't exactly blazed a bright trail across the yachting horizon this season, could take cheer in Ensign D. B. Bickford's best corrected time with *Resolute* in the Sailing Club of the Chesapeake's annual regatta. Jim Brickell, who hadn't been heard from recently, won in the As with *Starlight*; G. G. Abel's *Kittywake*, Cs; Charles Price's *Proton*, racing, and Robert Sharp's *Freya*, Deltas.

► *Island Blossom's* name goes back on the Governor's Cup which is raced for each year by the still hearty Bay log canoes off Miles River Y.C. Capt. Ben Harrison of St. Michaels was in command of John North's fine old craft, while North sailed *Island Bird* to a second place. Henry Wise's *Chance* won fleet and B class honors in the trans-bay race for the large boats. Grymes' *Folly* led in As; Poor's *Sandscraper*, Cs; William Hammersley's *Q.E.D.*, Deltas, and White's *Valiant*, racing. Some of the winners in the one-designs were Bob Lippincott, Riverton Y.C., Stars; Mark Coholan, Bush River B.C., 14s; Dick Reynolds, National Y.C., 20s; Joe Veith, Fairhaven S.C., 16s; Ralph Farrant, Potomac River S.A., Thistles; Harry Sindle, Lavalette Y.C., Flying Dutchman; Bob Seidel, Annapolis Y.C., Hamptons; Marbury Fox, Baltimore Y.C., Lightnings; Ed Cotter, Penguins; Johnny Swaine, Comets.

► The light and baffling airs of the upper Severn can make or break a sailor. They did just that to several skippers during the Indian Landing B.C. regatta late in August. These winners came through: Eliot Wells, National Y.C., 20s; Dr. Walt Lawson, West River S.C., 14s; Jack Martin, Annapolis Y.C., Hamptons; Karl Gerhard, Columbia Y.C., Comets; Joe Veith, 16s; Mike Phillips, Severn S.A., Nationals; Bill Rushlow, Columbia Y.C., Snipes; Jack Reckord, Bush River B.C. Penguins.

► In the three daily runs of Virginia Cruise Week Vernon Eberwine's little Geiger sloop *Sea Star*, a C boat, tied on points for fleet honors with Ray Brown's B boat *Celerity*. *Sea Star* received the prize by having beaten the larger boat two out of three races. A similar situation developed in the Delta class, in which Dr. Newell Nelms' *Cavalier* won out over Ray Hooker's *Ellfin*. The fleet raced from Thimble Shoal Light to East River in Mobjack Bay the first day, the next day up to Fishing Bay and the third day out to the bay and return.

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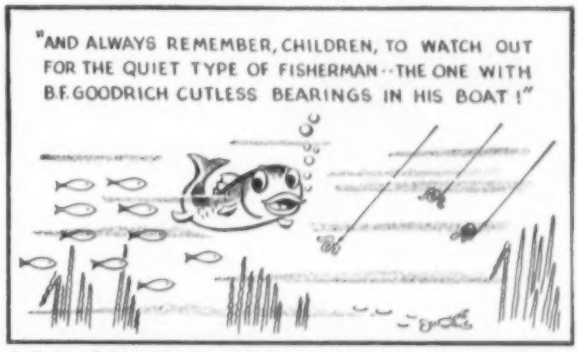

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★ IMPORTANT
SEE PAGE 97

RAYTHEON

► Tred Avon Y.C. and Chesapeake Bay Y.C. combined races off Oxford again drew the best sailing talent. Stan Ogilvy won both the Lipton Trophy and Johnson Memorial for Stars. Johnny Swaine took the Gaetina and Panola bowls for Comets, and Will Potter of Corsica River Y.C., Penguin prize. Susie Lewis won a special prize for the first T.A.Y.C. junior in the Penguins. Arnold Moyer's steel ketch *Dutch Treat* made the best corrected time in the 35-mile Annapolis-Oxford race for the Poker Bowl, and won in Bs; Grymes' *Folly*, As; C. E. Hartman's *Jolly Roger*, Cs; Dave Frey's *Saga*, Deltas, and Charles Price's *Proton*, racing.

► Cambridge Y.C. has been host to more speedboats than members have seen in years. The stock outboard nationals drew over 500 entries from all parts of the U.S. At its regular power regatta, a five-mile competition mark for CU runabouts was set; John Homan's 43.499 m.p.h., and a new champ was crowned in the Jersey sea skiffs, Bernard J. Toole, Jr., Newark, N.J.

FLORIDA TRADE WINDS

By Vivyan Hall

► The St. Petersburg Y.C. crew was as close a runner-up in the Sears Cup finals at Montreal as you could get. Johnny Jennings, Art Anderssen and Steve Lang won the final race to tie Seattle's Corinthian Y.C. with 46½ points. Each club had led the other four times in the eight races in Y-Flyers and each had taken two firsts. But St. Petersburg had had only one second place to Seattle's three. The Florida club's first try at the Sears certainly speaks well for John Martin, the junior instructor. In the semi-finals at Corpus Christi the boys had won all four races in Highlanders, after winning the quarter-finals at home. Last year Johnny Jennings was racing Optimist Prams.

► In the Mallory Cup area semi-finals Louis Schowe of St. Petersburg, who had taken the Florida quarter-finals, was third at New Orleans. Gilbert Gray of the Southern Y.C. won, making the fourth consecutive year that this club has been in the finals. In the New Orleans series, sailed in Dragons, John McIntosh of Savannah was second and Ernest Fay of Houston fourth. . . . In the semi-finals for the Adams Cup, held at Savannah in Lightnings, Glenna Lattimore of Fort Worth was the winner. Other skippers were Rosalie Ambler of Pass Christian, Barbara Anne McIntosh from Savannah and Joan Tunstall from Sarasota.

► A Miami combination set a new world's power boat record at Buffalo's national inboard championships August 12. Howard Hibbert drove Forest Johnson's F service runabout *Prowler* over the five-mile course at 51.843 m.p.h. The previous mark had stood since 1950 when Edison Hedges made 50.533 at New Martinsville. . . . Dayton's Bill Tenney trailed down from Ohio to sweep the B and F outboard hydroplane classes at St. Petersburg's August regatta with four straight firsts. Local driver Tony Kruse took the C service and Buddy Smith from Miami the C racing runabouts. The 135 inboard hydros went to Weldon Ropp and the 44 runabouts to John Estes, both of Miami.

► The yacht brokerage firm of Everson & Johnston has grown out of its Coral Gables quarters to a new office at 3361 S.W. 3rd Ave., Miami. . . . Dudley Whitman of Challenger Marine in North Miami figures they have sold over 300 fiberglass Moth sailboats, many of them going up to New Jersey. . . . The 72' Sparkman & Stephens yawl *Mare Nostrum* which won the race from Havana to Spain last year has been bought by George Mellon of Houston. The 53' Alden ketch *Malabar XIII* which won the previous race to Spain has been bought by Sam Zorovich of Miami Beach. Both are expected in the winter ocean races which start with the Miami to Palm Beach event on December 14. This is being sponsored by the Florida station of the Cruising Club of

America with Hugh M. Matheson, Jr., of Jamaica Inn, Key Biscayne, Miami, chairman.

► Florida has lost two yachtsmen who will be missed by many friends. Kennon Jewett, who came to Miami Beach from Massachusetts, raced the *Malabar XIII* in the southern ocean series for several years. It was under his ownership that the ketch won the first race from Cuba to Spain. Charles H. Burnham, who came down from Michigan to establish an office at Pompano Beach, was an active member of the Southern Yacht Brokers Assn.

SPEEDBOATING WEST

By Bob Ruskauff

► Three truly great events are on October's agenda, but at the writing there are some items of uncertainty.

It appears that the ninth 115-mile Colorado River stock outboard marathon from Needles to Parker Dam and return, Oct. 7, will bring numerical rivalry as great as ever. However, the water situation has been a problem for closed course racing throughout the summer, and could affect somewhat conditions at various points of the course. Sandbars that move overnight can be naught else than hazard.

Removal of National championship events in three inboard classes (135-cubic inch hydros, E-Racing and Cracker Box runabouts) from Salton Sea to the Sept. 16 Golden Jubilee (City of Newport) regatta on Newport back bay, plus a question re permanent course markers and sundry financial items, had left final plans for the National Desert regatta at Salton somewhat up in the air. It's still slated, Oct. 19-22.

A little belatedly set—yet what an event it may be—is Lake Mead's first big Sahara Cup venture, Oct. 13-14, the Gold Cup boats and top fleets of the restricted classes.

► Two of the west's divisional championships were conducted on the same week-end. Stock outboards, bringing more than 135 boats to action, competed Aug. 11-12 on Lake Mead. Racing outboards, pointing toward the Sept. 21-24 National championships at Long Beach, had loaded fields and close action on the Marine Stadium course Aug. 12. The regatta was conducted by Los Angeles Speedboat Association for benefit of the Catholic Youth Organization.

Excepting C-hydro winner Jack Troxel of Denver, Colo., all the 1956 stock champs emerging from the Lake Mead meet were Californians:

Runabouts—A, Ronnie Hill; B, Bud David; C, Ronnie Loomis; D, David Hart; 36s, Dan Schwarzenback. Hydroplanes—A, Wallace Granberg; B, John Alden; D, Biff Parker.

After winning the F-Racing runabout title in his *Chuck Wagon*, Chuck Parsons, of Lodi, took a nasty back-straightaway spill with *Chuckle* while leading the first F-hydroplane heat of the outboard divisionals at Long Beach. Parsons was briefly hospitalized. It was a day of excellent action and many highlights, including victory of John Hawley, 10, possibly America's youngest driver, in the M-hydroplane fleet. Other winners:

Hydroplanes—A, Elmo Belluomini; B, Belluomini; C-Service, Henry Wagner; C, Dick Sherman; F, Frank Signorelli (second heat under protest, for possible re-run). Runabouts—C-Service, Manuel Carnakis; C-Racing, Lewis Morphy.

► Continuing to rack up "first to finish" records in these stock ocean marathons, Roy Rogers put *Miss Yellow Jacket II* to win for the second time in the rough San Diego-La Jolla 44-mile race, Aug. 19.

► A field of 118 stock outboards raced Aug. 26 at Long Beach in the Valley Speedboat Assn. regatta, which netted wins for: Runabouts—A, Jack Corner (over Region 12 APBA Chairman Dr. William Schaefer); C, Charlie Harter; D, Harvey Gallagher; 36, Dan Schwarzenback. Hydroplanes—C, Jerry Strawn; B, Bob Davidson; A, Bill Bashe; D, Bill Dowler.

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ON COLLEGE CHARTS

By Leonard M. Fowle

► College yachting can take satisfaction in the make-up of the 1956 U.S. Olympic team with its graduates sailing three of the five entries at Melbourne next month—Andy Schoettle, ex-Princetonian, in the 5.5 Meters, and two former M.I.T. aces, Johnny Marvin and Eric Olsen, handling the Monotype and 12 sq. meter Sharpie entries. In addition the berth as alternate has been offered to ex-Harvardian George O'Day, who finished the Monotype trials at Montreal tied on points with Marvin.

► Although the Olympians are all graduates, the current college generation hasn't had a bad summer either. Brown's Tommy Hazlehurst, who was one of the four Finn Monotype finalists, won the Narragansett Bay senior crown, representing the Edgewood Y.C. . . . Bowdoin's Charlie Leighton, with his teammate George "Skip" Howland as crew, annexed the senior sailing title of the Southern Massachusetts Y.R.A.

► The New England Intercollegiate All-Stars named to defend the Vice Admiral James Pine Trophy in 1956 competition will consist of John Quinn, Brown; Terry Gloege, Coast Guard; Charles Leighton, Bowdoin; and William Stiles, M.I.T. Alternates are Hazlehurst; Robert Blomquist, Northeastern; Arthur Gossard, Harvard; and Edwin O'Malley, Tufts.

NORTH HAVEN RACE

► A fleet of 15 cruising auxiliaries entered the 10th annual West Penobscot Bay Race, sponsored by the North Haven Y.C. Fleet and class B winner was the 40′ cutter *Aladdin* owned by Dr. Herbert Parsons of North Haven. *Aladdin* rounded the 23-mile course in 4:10:16. Second in the fleet was Frederick S. Moseley, Jr's 45′ sloop *Vanitie* of New York. *Flying Saucer*, Douglas R. Coleman's 40′ cutter from Falmouth Foreside, Me., was third in the fleet and class B.

The weather was clear and sunny with a steady, moderate southwest wind. The course was from Crabtree Ledge nun off North Haven up to Two Bush whistler, a nine-mile beat, a run to Monroe Island Bell and back.

Winner in class A was H. Irving Pratt's 52′ ketch *Merry Maiden* of North Haven. The 50′ yawl *Blue Water*, owned by Alexander M. White of Oyster Bay, N.Y., was second in class A and Mrs. L. M. Saltonstall's 63′ cutter *Fish Hawk* was third.

JERRY MCCARTY

MOBILE Y.C. WINS FISH SERIES

► Four Mobile Y.C., skippers found the light Labor Day weekend breezes at Biloxi, Miss., just right and ran up a total 42¾ points to win the 37th annual Gulf Y.A. Fish class series for the Sir Thomas Lipton Challenge Trophy. The winning team's skippers were Larry Beauvais, Jr., Hubert Igou, E. W. Hankins, and Eddie Moore. Mobile entered the final race trailing the St. Petersburg Y.C., team by 4¾ points, but Beauvais came through with a third place and Louis Schowe, the St. Pete skipper, could do no better than eighth. Thirteen G.Y.A. clubs were represented in the four-race series and it was the first time in 28 years that the Mobile club had won the cup.

Second place went to St. Pete 41½ points. The other clubs finished in this order: St. Andrews Bay, 39; Southern, 35¾; Gulfport, 28; New Orleans, 27; Fairhope, 25; Buccaneer, 24; Biloxi, 22; Bay-Waveland, 22; Fort Walton, 16; Pensacola, 16; and Pass Christian, 12.

Hankins got the Mobile team off to a flying start by winning the first race. The second race was won by B. A. Douglas of St. Andrews Bay, the third by John Burke of St. Pete and the fourth by Fred Clerc of Southern.

GORDON GSELL

WITH THE RACING CLASSES

Y-Flyer skippers, at their annual meeting Aug. 3, elected a new slate of officers headed by John Busch of the Chippewa Y.C. as president. His father, Milton Busch, is secretary; Frank Nash of Chippewa, executive vice pres.; Gil Koppin of Indianapolis, treas.; Carl Owens of Atlanta, VP in charge of measurements. Area vice presidents are Sherrill Poulnot of Charleston, S.C., So. Atlantic coast; Bernie Schulton, Ohio River; Bob Randall, Mid West, and Bob Watson, Southwest. . . . The meeting voted to hold the 1957 nationals at Chippewa Y.C., in Ohio. Proposals to legalize aluminum centerboards, spinnakers and "zipper or trick devices in the foot of the mainsail" were voted down.

Raven Class sailors point it out as a sign of the times that in their national championship series, held at Oyster Bay, L.I., late in August, 40 per cent of the fleet—13 out of 32—arrived at the event by trailer. Considering that Oyster Bay is a seacoast harbor on an island—not an isolated inland lake—and that a 24-foot Raven is quite a sizeable chunk of boat to heave around, this is an impressive testimonial to the increasingly amphibious nature of sailboat racing. The longest distance trail was by Robert Kerr, whose *Chumlette's* home port is Grosse Pointe, Mich.

Amphibi-con Class Assn. held its first racing cruise Aug. 3-4 on Buzzards Bay with the Beverly Y.C. at Marion, Mass., as host. Seven of the 25½′ auxiliary sloops arrived by sea and trailer and raced for two days, spending the intermediate night in Pocasset Harbor. First prize, for the best two-day combined corrected time, was won by class president Charles Angle, who had trailed his boat down over the road from Rochester, N.Y., for the event. Second was Michael Jackson, from Simsbury, Conn., and third George Howland, of Marion.

Flying Dutchman world championships, held on Lake Starnberg, near Munich, Germany, drew a fleet of 53 entries, of which 24 were West German craft, 10 from Italy, nine from Holland, three each from Switzerland and East Germany, and one each from Austria, Spain, England and the U.S.A. The seven-race series on the narrow and tricky lake ended with Rolf Mulka, of Hamburg, the new world champion. Mulka's boat is described as being very simply rigged with a minimum of gadgets, and with two suits of sails of Dacron—an important point since it rained during most of the races and gave the synthetic sails a great advantage over cotton. . . . James Van Voast, a leading proponent of the Flying Dutchman in this country, announces boats of this class now available in fiberglass reinforced plastic construction. The Van Voast craft also boasts a long list of special hardware, rigging and fittings of various sorts designed by him for quick and efficient operation.

Wood Pussy National champions for the third consecutive year are Herb and Allen Blake, of the Peconic Bay (L.I.) fleet. Andy Schiebler, also Peconic, and Dune Elder, Cold Spring Harbor, L.I., finished second and third in the 20-boat, three-race series held at the Hewlett Pt. Y.C., East Rockaway, L.I., Sept. 8-9. The Blakes took two second and a first places.

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FORT WORTH TAKES CROWN

(*Continued from page* 50)

as Fort Worth remained in front with a third. In the day's finale, won by Mrs. Kirby's Sea Cliff crew over Cleveland, Fort Worth dropped to fourth but retained a one-point series lead.

Two races in very light easterly airs were sailed Wednesday with Fort Worth and Sea Cliff each taking one. The Texans gained a point, to lead 27½ to 25½, with a fourth whereas the Sound crew had a fifth in its other race.

Mrs. Lattimore had remarked some objected to sailing on Eagle Mountain Lake due to its light winds, but on the final day of the Adams Cup, the Texas skipper handled 210s as though she had been brought up to sail in the prevailing 18-25 knot south-southwest breeze. She virtually clinched the crown with a 6½-minute victory in the morning race as Sea Cliff finished fifth; and then took a second to Westhampton in the finale in which the Sound crew was third.

The shipshape prizes were likewise won by Fort Worth and Sea Cliff.

The final scores: (1) Fort Worth B.C. (Area 5, Texas Y.A.), Mrs. Glenn Hill Lattimore, 40¾; (2) Sea Cliff Y.C. (Area 2, Y.R.A. of Long Island Sound), Mrs. Maude Kirby, 33½; (3) Westhampton Y.S. (Area 3, Great South Bay Y.R.A.), Mrs. Robert Rice, 31¼; (4) Richmond Y.C. (Area 6, Y.R.A. of San Francisco Bay), Mrs. Nancy Robinson, 29; (5) Camden Y.C. (Area 1, Maine Y.R.A.), Mrs. Nancy Hutchinson, 25¼; (6) Cleveland Y.C. (Area 4, Interlake Y.A.), Mrs. Alice Edgerton, 23; (7) Edgewood Y.C. (Area 1, Narragansett Bay Y.A.), Miss Judith Loxley, 12.

LEONARD M. FOWLE

STRAULINO WINS STAR TITLE

(*Continued from page* 51)

In the third, in a 14-mile southwester, Adler of Brazil and Duarte Bello of Portugal led at the first weather mark, followed by North and Lyon, with Straulino and Consentino respectively 15th and eighth. Bello passed Adler down wind and held his lead the second time around. North planed past Adler right at the finish, to take third, and Nye did likewise to Ciappa, of Italy, to finish fourth. With two races to go, the leaders stood: North 168; Straulino 166, Consentino 165, Lyon 158, deCardenas and Bello 154, Chancerel and Adler 153.

Tension was high at the fourth start, with a dozen crews still in the series running, and many boats were early and jammed up at the lee end of the long starting line. At the first weather turn Ciappa led deCardenas, Adler, Bello and Straulino. By the end of the round Nye, Lyon and North, badly off at the start, had picked up to ninth, 10th and 12th respectively. The second time upwind it was Ciappa, deCardenas, Bello and Straulino, who held those

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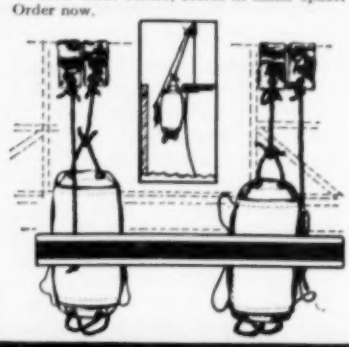

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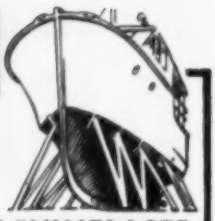

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positions to the finish. Going into the final race, the leading scores were the closest in recent Star records for that stage of the series: Straulino 223; North 219, Nye 217, deCardenas, Lyon and Consentino, 212 each, Ciappa 211, Bello 210, Carlsson 199 and Fiuza 198.

After postponements to wait for the breeze to settle for the last race, Nye had the best start and Adler, recalled, lost five minutes. At the weather mark Ciappa led by 10 seconds, followed by Alvaro deCardenas, North, Charlie de Cardenas, Chancerel, and Nye. Straulino was 10th. Positions shuffled on the two down-wind reaches. Alvaro deCardenas ended the first round 10 seconds up on Ciappa, North holding third over the elder deCardenas; then came Nye, Bello, Chancerel, and Fiuza, still leading Straulino.

For the second beat the wind piped up to 15. Alvaro held his lead, North took second place from Ciappa. But now Straulino was really going, and he passed boat after boat, to round in fourth place. If he could hold that position to the finish, he would be champion for a third time. He did, and he is.

Behind the first six, leaders were: (7) Duarte Bello, Portugal, 261; (8) C. W. Lyon, Jr., U.S.A., 260; (9) Philippe Chancerel, France, 248; (10) Sune Carlsson, Sweden, 246. Carlos de Cardenas, 1954-5 champion, finished 14th with 219.

The race committee that labored to handle the unwieldy 59-boat fleet was headed by Beppe Croce, a linguist of the first order, assisted by Fernando Bello of Portugal, Prince Riccardo Fondi, and Dr. Gian Serra of Italy and this correspondent. Language difficulties in the numerous protests—none of which affected the series outcome—were considerable. Courses and lines were excellent. The Italian Navy and yacht clubs around Naples gave the visitors a fabulous week of entertainment.

Since under Stars rules the series may not be held again next year at Naples, it moves back to Cuba by reason of the point score for the past three years of Jorge and Alvaro deCardenas.

CHARLES E. LUCKE, JR.

LIPPINCOTT TOPS N.A. STARS

► Howard Lippincott of the Elk River, N.J. Star fleet won the North American Star class championship at Vermilion in a thrilling five-race series Aug. 20-24.

Forty-nine Star Class sloops hit the starting line in close formation in the first race and from that time until the finish of the last race it was a ding-dong battle with the final lead ever in doubt.

Lippincott won the first race, with *Sea Rocket*, Jack Van Dyke of Milwaukee, second and *Shannon*, E. W. Etchells, Long Island Sound, third. First to finish the second race was *Boomerang Too*, John K. Todd, Cambridge, Md., followed by *Circus* and *Gem IV*, Durward Knowles, of Nassau,

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Bahamas, but *Boomerang's* disqualification for a starting foul handed Lippincott another first place and a big series lead. Leaders in the third race were *Stampede*, George Dewer, Oakmont, Pa.; *Shannon* and *En Garde II*, Cal Hadden, Jr., New Orleans. Lippincott was ninth but still ahead on points. In the fourth race Lippincott, 14th, lost the lead to Etchells, 10th, as *Shadrach*, Gary Comer, Jackson Park, Ill., *Cygnet*, Owen Torrey, Jr., Long Island Sound, and *Peter's Fault*, William Parks, Southern Lake Michigan, finished one-two-three.

However, in the final race Howard Lippincott came through with a first place to take a series score of 225 points and the North American Star Class title. *Gem IV* was second in this race and Etchells finished sixth, to be series runner-up with 221 points.

Knowles, *Gem's* skipper, took series third prize with 219 points. Hadden was fourth with 210; Torrey fifth with 207; Robert L. Lippincott (brother of the champion) sixth with 194; Comer seventh with 194; Van Dyke eighth with 187; Mead Batchelor, Jr. of Long Island ninth with 181 and Parks 10th with 180.

JOHN G. ROBINSON

HOOD WINS MALLORY SERIES

(*Continued from page* 50)

remaining in their territory for another year. But the tide turned in the fifth race, which "Gilda" Gray won with the British Columbia crew seventh. This put Gray and Baess in a tie with 29¾ points each, while two points behind them were Hood and Mosbacher. A second place in the sixth race put Hood on top, a point ahead of Gray and Mosbacher, who had a fifth and a third respectively, while another seventh had tumbled Baess into fourth place. A last in the seventh race cooked Bus Mosbacher's goose, while Gray, with a second place, took a solid grip on series second, with a chance to upset Hood. In the final, however, Gray took a fifth to Hood's third.

The series was well organized except that the weather man did not cooperate fully, especially the first two days. The Corinthian and Seattle Y.Cs sponsored the series under direction of the P.I.Y.A., with Eustace Vynne, Jr., as general chairman of the committee. The races were sailed in 26-foot Blanchard senior knockabouts which, for this series, were equipped wtih spinnakers.

Crews included: With Hood, Bradley Noves and Charles Pingree; with Gray, Osmond J. Young and John D. Charbonnet; with Mosbacher, Bruce Brakenhoff and Lawrence Marx, Jr.; with Baess, Ron McFarlane and Bill Buchan, Sr.

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MANHASSET BAY FALL SERIES

► Daily fleets of around 200 boats and a variety of good racing breezes marked the Manhasset Bay Y.C's 24th annual Fall Series on that bay and Long Island Sound Sept. 5-9. Dick Dirkes, of the home club, took two of the series' major awards, the Alker and Black Jack Trophies, for his win in the Manhasset Bay One-Design Class. Other special trophy winners were Susy Fox, leading girl skipper of the Blue Jays, who took the Wicke Trophy; Pat O'Neal in One-Tens, the Wessmann Trophy; Buzzy Drake, club Blue Jays, the Cornell Trophy; and George R. Hinman, whose yawl *Sagola* won the club's cruising boat race for the Orient Trophy.

Other class winners included: Internationals–*Stardust*, Warner Willcox; Atlantics–*Sprite*, John Kunz; S Class–*Polaris*, Edgar H. Craig; 210s–*Harpoon*, Corwin and Starkweather; L-16s–*Firefly*, Betty Weed; Resolutes–*Salar*, sailed by Charles Van Hagen, Jr.; Thistles–*Blue Chip*, Ralph Hall; Victories–*Stormy*, Gilbert Schwartz; Lightnings (even)–*Uncle Mills*, Douglas Bruce; Lightnings (odd)–*Foxie*, Tom Fox; Meteors–*Bedlam*, Peter Gonzalez; Blue Jays (even)–*Dixie Too*, Jimmy Sikes; Blue Jays (odd)–*Vixen*, Susan Fox; Bantams–*Idle Baron*, Kavin Garvey; Comets–*Diabolique*, Tom Roberts; Snipes–*My Syn*, Art Karpf; Pennants–*Cheri*, Ivan Kovac. W. H. T.

"RUSH IV" GOES TO OLYMPICS

► Victor Sheronas's 5.5-Meter sloop *Rush IV*, winner of the U.S. Olympic trials in this class under skipper Andy Schoettle and his crew, has been confirm as this country's representative in the forthcoming Olympic Games by the U.S. Olympic yachting committee headed by James M. Trenary. *Rush IV* was shipped from New Orleans Sept. 20, for Melbourne, Australia, scene of the Games. A proposed series of post-trial races between *Rush IV* and *Quixotic*, mentioned last month as a possibility, failed to materialize. There is currently an unconfirmed rumor that *Quixotic* may sail in the Olympics under the colors of another country.

OFF SOUNDINGS CLUB CRUISE

► The annual fall Off Soundings Club cruise, Sept. 14-15, attracted a fleet of over 150 boats. The start from New London on the 14th was made in a breeze sufficiently strong to find a good part of the fleet either reefed or with small headsails. The old adage–"any one can sail 'em when the wind is blowing"–did not necessarily follow on this day. One sloop lost her mast, numerous sails popped, and tracks and deck pads were raised on many of the boats. For the boats sailing the long course, it was a beat through The Race and western Block Island Sound into Gardiners Bay, and a close reach to the finish. The smaller boats, sailing the short course, were on the wind all the way.

The fleet started Saturday morning off Long Beach Point in Gardiners Bay, with the wind to the north of east and with northerly and northwesterly winds forecast. Sage skippers of the five classes pinched up to windward on the first leg to the Ruins bell, only to be frustrated when the wind shifted to the south of east, allowing those boats that had been to leeward to gain the weather berths. The long spinnaker run from the Ruins bell to the nun off Sag Harbor, and the third leg reach up to the white fairway bell did little to change fleet positions. The beat from the bell to the white nun off Gardiners Island, however, changed the pattern, as did the spinnaker run back to finish line.

The totals for the two days' scoring showed the winners to be an interesting combination of the new and the old. Stan Bradford's new Sparkman and Stephens yawl, *Windward*, fresh out of the builder's yard and sailing her maiden race, took Class A-1. Bruce Lockwood and his sailing family drove their 40-year-old Herreshoff Newport 29 *Dolphin* to win Class A-2 in spite of a five percent handicap for previous honors. In B-1, first prize went to W. H. Snow in *Si Bon IV*, a Pilot Class sloop; and in B-2 Bob Bavier's

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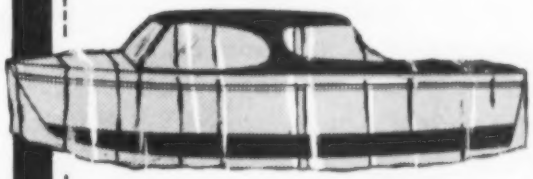

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★ *IMPORTANT SEE PAGE 97*

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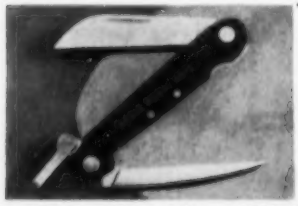

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30-foot sloop *Memory*, just completing her first season, walked away with top silver notwithstanding a 15 percent handicap for leading this class in the spring cruise. In C Class, the winner was *Pan*, a 30-footer owned by J. A. Worton.

The first three places (combined two days): Class A-1—*Windward*, E. S. Bradford; 2. *Mustang*, Roderick Stephens, Jr.; 3. *Nimrod*, R. L. Hall. Class A-2—1. *Dolphin*, Bruce Lockwood; 2. *Gay Gull II*, R. M. Love; 3. *Tango*, E. H. McVay. Class B-1—1. *Si Bon IV*; 2. *Chivaree*, D. Johnstone; 3. *Jolly Pilot*, W. A. Hardy. Class B-2—1. *Memory*, R. N. Bavier, Jr.; 2. *Lady B*, R. C. Eddy; 3. *Falcon*, J. Eastland. Class C—1. *Pan*, J. A. Worton; 2. *Delilah*, H. F. Kneen; 3. *Calypso*, J. English.

HAL V. WILDER

J. W. C. BULLARD DIES

► Joseph W. C. Bullard, Long Island Sound yachtsman for half a century, died suddenly aboard his son's yacht *Vega* while returning from the Off Soundings Club cruise on Sept. 16. Mr. Bullard, who was 71, was one of the senior members of the Pequot Y.C. at Southport, Conn., and an active skipper in the Atlantic Class from its beginning in 1929 until very recently. Among other yachting activities, he was one of the most active promoters of organized junior activities on the Sound from its beginning in the mid-1920s.

BOAT SHOW CALENDAR

Oct. 24-28—Boat & Marine Trade Show, Minneapolis, Minn.
Nov. 23-Dec. 2—Seattle National Boat Show, Wash.
Jan. 19-27—National Motor Boat Show, Coliseum, N.Y.
Jan. 29-Feb. 3—Fort Wayne Sports, Vacation & Boat Show, Ind.
Jan. 31-Feb. 3—Fort Lauderdale Boat Show, Fla.
Feb. 1-10—Kansas City Sports, Boat, Travel & Trailer Show, Mo.
Feb. 2-10—New England Sportsmen's & Boat Show, Boston, Mass.
Feb. 2-10—Detroit Boat Show, Mich.
Feb. 3-7—National Sporting Goods Show, Chicago, Ill.
Feb. 8-17—Chicago National Boat Show, Ill.
Feb. 15-24—National Sports & Vacation Show, N.Y.
Feb. 16-24—Jersey Coast Boat Show, Asbury Park, N.J.
Feb. 22-27—Chesapeake Bay Boat Show, Baltimore, Md.
Feb. 22-27—Miami International Boat Show, Fla.
Feb. 22-Mar. 2—Buffalo Boat, Travel & Sports Show, N.Y.
Feb. 23-Mar. 3—Portland Boat Show, Ore.
Mar. 1-8—Southeast Boat & Sports Show, Atlanta, Ga.
Mar. 1-9—Philadelphia Motor Boat & Sportsmen's Show, Pa.
Mar. 1-10—San Francisco National Sports & Boat Show, Cal.
Mar. 2-10—Long Island Boat & Sportsmen's Show, Jamaica, N.Y.
Mar. 2-10—Omaha Sports, Vacation & Boat Show, Neb.
Mar. 8-17—Rochester International Sports & Boat Show, N.Y.
Mar. 15-23—Canadian National Sportsmen's Show, Toronto, Can.
Mar. 15-24—Land-O-Lakes Boat, Marine & Tackle Show, St. Paul, Minn.
Mar. 22-31—American & Canadian Sportsmen's Vacation & Boat Show, Cleveland, O.
Mar. 22-31—Southwest Sports, Boat & Vacation Show, Dallas, Tex.
Mar. 23-31—Milwaukee Sports & Vacation Show, Wis.
Mar. 25-30—Grand Rapids Sports & Boat Show, Mich.

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COX WINS LIGHTNINGS

(*Continued from page* 51)

tied for the lead; Grainge trailed by three points, and Fallon by four.

In the third race, on a triangular course, Allen began the last three-mile beat with a comfortable cover on Cox; but here seemed to come the turning point of the regatta. Cox, pointing high and footing fast, took the lead to finish well ahead. Allen, Smither, Fallon, and Walet followed. So at the end of three races Cox was in first alone, Walet 4 points behind, Fallon 7 points, and Allen 9 points in the rear.

The fourth race was again triangular with an added beat and the wind northwest at 8-10 m.p.h. Cox made a long starboard tack out into the lake. Allen short-tacked along a middle course and arrived at the weather mark with a good lead over Turner and Swindeman. Cox, Walet, and Fallon were far back. Cox moved up several notches, but Allen increased his lead in the fading winds to finish first, with Swindeman, Nickels, and Cox following.

In the final race Cox crossed in good position at the leeward end of the line, tacked soon, and emerged with only Cawthra to dispute the lead. Allen was bogged in the middle of the fleet and Walet was little better. Cox rounded the first mark in the lead, which he lengthened to a half mile at the finish. Walet was third to capture the runner-up position for the series. Allen placed third in the regatta.

Places won, and total scores, of the ten top skippers were: (1) Cox—three firsts, a fifth, and a fourth for 218 points; (2) Walet—a second, fourth, fifth, sixteenth, and third for 200 points; (3) Allen—a fourth, tenth, second, first, and fifteenth for 198 points; (4) Smither—a tenth, eleventh, third, fifth, and tenth for 191 points; (5) Herman Nickels, Jr., of Fenton, Mich.—two fourteenths, an eighth, third, and seventh for 184 points; (6) Cawthra— a third, twenty-fourth, tenth, ninth, and second for 182 points; (7) Fallon—a ninth, first, fourth, fifteenth, and twenty-eighth for 173 points.

Reginald H. Pegrum

LIGHTNING PRESIDENT'S TROPHY RACE

► Fifty boats competed Sept. in a five-race series for the President's Trophy on courses mainly the same as those for the International championship, though usually a different finish line was provided. Consistent sailing with finishes 8-5-6-17-2 gave Dick Karslake, Chautauqua, N.Y. 217 points and the trophy by a 2-point margin over Marge Adams of Bay Head, N.J. John Palmer, Snyder, N.Y., with 210 points, was third.

INTERNATIONAL 14 SERIES

(*Continued from page* 51)

Five races were sailed for the Warner Trophy the first day over a quadrilateral two mile course. Overanxious contestants charged up to the line on each start—on one, more than half the fleet was over before the gun, necessitating a re-start—and competition was so keen that there was a hassle at almost every mark. Charlie Shumway, of Rochester, N. Y. was top point scorer in the series and took the Warner Trophy, with Roger Hewson, of Montreal (R.StL.Y.C.) second, and Art Pesse, of Boston, third.

The race for the Connecticut Cup was once around a five-sided course, and included a run out into the Sound and around Cornfield lightvessel which, according to the deed of gift of the cup, must be one of the marks of the race. The breeze was moderate to fresh and even before the start one of the dinghies capsized. A second flipped over near the second mark, off Cornfield Point, where a flood tide kicked up a steep sea. The course was well patrolled and crews were assisted promptly.

Roger Hewson was in the lead at the first mark, and on the run out to the lightship he got his boat planing nicely and increased his margin. There was a jam at the lightvessel as many of the

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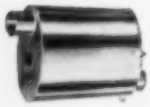

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skippers attempted to turn close under her stern, only to find themselves blanketed by the ship's high sides. Hewson managed to hold onto his lead, however, and was first across the finish line off Fenwick Point. On this last weather leg several boats suffered damaged gear. Mark Coholan, of Annapolis, lost his mast when a shroud parted, a diamond stay on another boat let go, and there was one more capsize before the fleet finished.

An added trophy at the regatta this year was the John Henderson Memorial, given in memory of an able and well-loved Canadian dinghy skipper who met an untimely death last year. Donated as an award to the first Canadian skipper to complete the Connecticut Cup course, it was presented to Roger Hewson, who also took the Connecticut Cup. Second place went to George Whitaker, of Toronto, and third to George O'Day, of Boston. HAL V. WILDER

BUZZY III SIX-METER CHAMPION

► Canada's newest Six-Meter sloop, *Buzzy III*, sailed by the Royal Canadian Y.C's crack skipper Bill Gooderham and his worthy crew, left no doubt of her right to the title of North American Champion of her class, in a five-race series off the Seawanhaka C.Y.C., Oyster Bay, L.I., Sept. 10-14. Canadian-built from Sparkman and Stephens designs, the new Toronto Six won three of the five races against five U.S. and Canadian rivals, and took second and third in the other two.

Except for the first light and fluky day, eight to 15-mile breezes out of the southwesterly quarter prevailed through the series. Second place went to Herman Whiton's *Goose*, of Seawanhaka, which for most of her 18 years had been the outstanding Six-Meter under U.S. colors. She took four second and one third places, for 11 points to Buzzy's 7¾. (Low-point scoring). Two individual race winners were *Bibis*, James C. Crang, of Toronto, and *Ondine*, Eric Ridder, Seawanhaka, which finished the series with 17¾ points and 20¾ respectively. Trailing were *Little Sister*, Frederick Obershimer of Youngstown, Ohio, 23 points, and *Titia*, Edward Barker, the third Canadian boat, 25.

It was the third straight win in the North American Six-Meter Championship series for a Royal Canadian Y.C. boat.

"A FEW CHEERFUL FUNERALS"

(*Continued from page* 3)

"If fast motor boats were not developed to such a point that they run well at low as well as high speeds, the matter would be a different one. But there is hardly a fast stock power boat made that will not throttle down well while the boat slips through a fleet to the float or pier and out again. The worn out alibi that 'she can't go slow' is too moss-grown to warrant comment. The truth is, she will. The truth is, it's the driver who can't go slowly—or won't.

"But whether or not we, as sportsmen, are going to do anything about it or not, others will. The situation is rapidly passing out of our hands. Complaints have been made to municipal, state and federal authorities. And attention of lawmakers is steadily resulting in regulatory legislation. Boating is facing a flood of statutory regulations governing operation of boats on any and all bodies of water. Many of these laws are made in answer to bitter complaints against reckless operators.

"It takes little imagination to see what a load of trouble we are piling up for ourselves. And yet how easy it would be if yachtsmen would take up this situation seriously! If they would, the storm of complaints could be so materially reduced that the impending tide of restrictions on pleasure boating could be postponed, or perhaps stemmed. A few cheerful funerals, the honorees carefully chosen from among the most irreclaimable speed-fiends in each group, would go far. But once statutes are enacted and enforcement begun, it is a matter of years and money and organization to get a single one altered or repealed. And once restrictive legislation gets under way, we can expect all manner of foolish and unnecessarily limiting measures to be proposed and passed—and enforced."

The foregoing is from "On Sea Courtesy," by Henry Clay Foster. The date of publication? Exactly 30 years ago!

CORRESPONDENCE

Notes on the Inland Waterway

Editors, YACHTING:

► We have just arrived in Florida after an extremely interesting and pleasant trip down the Inland Waterway. In the hope that it will be of assistance to other "south-bounders," I have made the following notations regarding aids to navigation and miscellaneous channel information.

• • • •

We came through the Dismal Swamp Canal route to find that there is plenty of water in Lake Drummond. They had no hesitancy about locking us through even though we were alone. The canal was sufficiently deep for our six-foot draft.

From Elizabeth City to Bellhaven all the markers were in place. We found nothing to report except a very heavy snag on the north side of the channel of the Alligator River just before you go into the Alligator River-Pungo River Canal on a line between lighted marker ≠46 off Bear Point and can ≠49 off Grassy Point. It was firmly attached to the bottom and heavy enough to be a menace to any boat.

• • • •

There appeared to be a shoal at New River Inlet (chart ≠834) between nun 72 and marker 74 that juts a little way into the channel, but the end of it is marked by an iron pipe. About a mile farther on at marker ≠9 the channel is narrower than it should be. Hence one should go right up to ≠9 and not try to cut from ≠6 to ≠10.

• • • •

The run from Bucksport along the Waccamaw is one of my favorite sections—deep, wide and very beautiful. We found the channel very narrow and shoal between McClellanville and the Ben Sawyer Bridge (chart ≠837), particularly between markers ≠109 off Dewees Island and ≠126 off Goat Island.

• • • •

On leaving Charleston (chart ≠837) the new Wappoo Creek bridge is now in operation but the piers of the old bridge are still in place. Hence, with a fair tide, one should approach carefully as there is no room to maneuver between the new bridge and the old piers. On chart ≠838 (Wadmalaw River) red marker ≠108 is missing. About two miles further on it is advisable to stay close to black marker ≠115. There are indications of shoaling on the right side of the channel.

As you leave Port Royal Sound (chart ≠839) and enter Skull Creek we noted that red marker ≠4 is missing. About four miles further along (same chart), the new bridge between Last End Point and Jenkins Island is in operation and you can use either side of the draw.

• • • •

From the St. Johns River to Jacksonville Beach the Waterway was in fine shape. Although a great deal has been written about the Atlanic Beach Bridge across Pablo Creek, I will repeat the warning that this bridge is very dangerous on the ebb tide and that on the latter part of the ebb can be almost impassable for a small boat without a good deal of power and good steering control. There is no problem during flood tide. Note that the time of the tide at the Atlantic Beach Bridge is about two hours later than at Mayport.

We found the dock at Marineland to be in poor shape but were told by the Dockmaster that rebuilding will start sometime in October. Docks both north and south of Marineland will be informed as to construction progress, so it would be worth while to inquire ahead.

• • • •

The yacht basin at Ft. Pierce is too shoal for our six-foot draft so we used the Gulf Dock just north of the dredged ship channel between the two bridges. One can go in the dredged channel to a point north of the center loading door in the refrigerator plant and proceed N.W. to the dock.

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SEE PAGE 97

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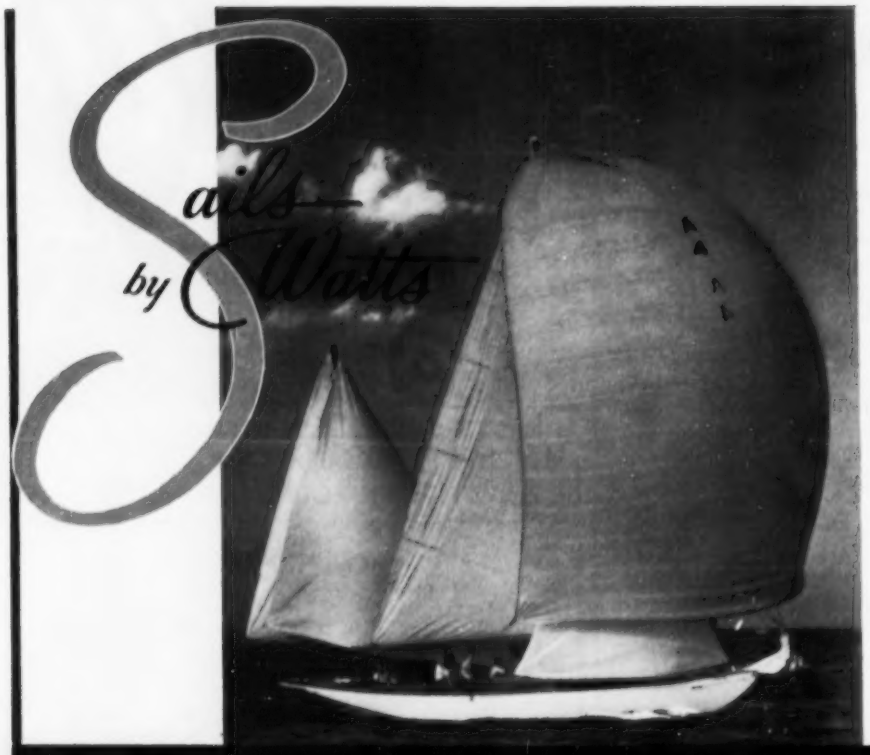

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On chart #845, about 14 miles south of the Melbourne Bridge, we found it very shoal between marker #39 and #45 behind Grant Farm Island. The shoal goes right across the channel, so the only thing to do is slow down and take it easy.

Ft. Pierce to Pompano is an easy run and we were pleased to find that the channel across the S. Lucie Inlet has been dredged and you can go through on the ranges without difficulty.

At Jupiter Inlet, after passing through the first bridge, stay close to the left, or north, side as a shoal extends into the channel north of can #1.

On chart #846, between Lantane Bridge and Boynton Beach, there is a tide rip and shoal where the current comes in south Lake Worth Inlet between can #69 and 69A. It is very shoal and we stuck hard here at low water.

PHILIP WICK

Aboard "Lucayo,"
Pompano Beach, Fla.

Two Accidental Hammerlock Moors

Editors, YACHTING:

► After reading Captain H. R. Prince's article on "The Hammerlock Moor" (YACHTING, July, 1956) I thought it might be of interest to your readers that a 30-ton vessel, my yawl *Rugosa*, 40 feet waterline and 59 feet over all, anchored with a 28-pound Danforth anchor with 180 feet of nylon rode, survived over 90 miles of wind at Nantucket during hurricane Carol.

We had, of course, lowered our heavier Herreshoff anchor at short stay, and as the wind hauled we payed out scope on it, but the strain was on the smaller anchor. We lay bow into the blow while many other boats in the harbor dragged and went ashore.

I never fully understood what had happened until I read the article on the hammerlock moor, which we unknowingly established by having the other anchor at short stay and veering scope on it as the wind hauled. Because I experienced it and know that it works, I believe this knowledge about anchoring should be understood by more people.

The officer who observed this principle has made a great contribution to safety afloat.

ROLAND H. CRAMER

New York, N.Y.

Editors, YACHTING:

► I read with great interest Captain Prince's "A Hammerlock for Yachts." By accident, I had a very similar experience which supports the Captain's careful study. It could be something for people to bear in mind.

I moor in Manchester, Mass., a very crowded harbor. The rules allow us but 30 feet of scope, only slightly better than two-to-one at high tide. When Edna approached, I guessed the direction of the wind correctly and found that I could add about ten feet to the scope on the mooring without fouling boats astern. I put out a 75-pound anchor to the north on a long rode, that being the only clear space I had. (I never used that anchor, but had the mooring dragged or parted I would at least have had something to work with.)

The wind veered and as the *Scaup* began to horse rather badly (there was no sea) I was afraid that I would foul two boats to starboard. To prevent this I dropped a 42-pound kedge on 3/16 chain under foot, on short scope, at the end of the maximum yaw to port. This anchor was on the starboard side and as the wind veered the chain crossed with the mooring line. Since the mooring went over the roller chock on the bowsprit and the chain led from the chock on the bow there was a foot or so of vertical clearance. The bobstay was in the way, but not seriously.

Once this was down, the horsing stopped almost entirely. In some sort of "backlash" from that storm some very hard

puffs from the northwest caught us forward of the beam when we swung, and laid us down. However, the *Scaup* moved very little out of her position. I ran the engine ahead slowly in the worst puffs until it failed, then found that we really did not need it.

The mooring did not drag and I can testify to the work the 42-pound kedge did. I had to get a lobsterman with a gurdy and winch to get it up. The anchor had gone down through several feet of surface silt, which is ordinarily reasonably good holding ground, to the underlying blue glacial clay.

This was all by accident and done on the spur of the moment in the hope of saving some paint on the topsides of two or three boats. Had it not been for Captain Prince's careful observations I would never have repeated it. Perhaps this is a procedure to keep very much in mind.

Manchester, Mass. FREDERIC JOHNSON

A 5-0-5 Skipper Takes Issue

Editors, YACHTING:

► After reading the statement by the Flying Dutchman official quoted in the August "With the Racing Classes" I feel that, as the 5-0-5 Class American Secretary, it is only fair for me to reply.

As we all know, the 5-0-5 won the 1954 One Of A Kind Series in which the Flying Dutchman showed up poorly. My personal experience sailing against the only active Flying Dutchman in this area bears out the superiority of the 5-0-5. While this Flying Dutchman is sailed by a very competent sailor, she has had considerably less success against the 5-0-5 than the statement quoted would indicate. Our competition has resulted in frequent boat-for-boat victories for the 5-0-5 and a very high percentage of wins on time (One Of A Kind Rule). The 5-0-5 heretofore has always proven better in light airs, with the Flying Dutchman at her best in 20 m.p.h. wind, especially on the wind. However, at Seabrook (Flying Dutchman home port) July 14-15 I beat the Flying Dutchman twice boat for boat in a 20 m.p.h. wind while she beat the 5-0-5 once in about 12 m.p.h. although I saved my time (One Of A Kind). This gave me three firsts over the Flying Dutchman. I have beaten other good boats such as Rebel 22, Buccaneer, Highlander and Raven boat-for-boat occasionally and almost always on time. I am enclosing *Naughty Lady's* complete racing record. All races were sailed under the One Of A Kind rule. The competition was of higher caliber.

When the Flying Dutchman people say they "defy smaller craft to beat us under benefit of any known handicap formula" I am inclined to say "Well, well."

San Antonio, Texas WALTER E. BOWDEN

(Ed. note—Mr. Bowden's detailed record shows 18 first prizes, five second places and three third places, taken in 23 different series of races during 1955 and 1956 in various Texas sailing centers. His competition included 17 different classes of boats, from Penguins to an A scow. Breezes ranged from three to 30 m.p.h.)

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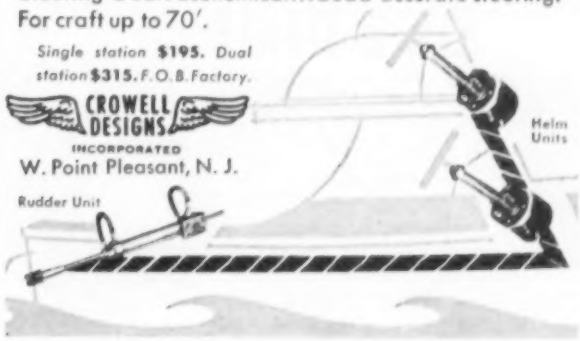

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A Rule Needs Repealing

Editors, YACHTING:

► I am writing you in regard to your comments in connection with the New York Yacht Club regatta held on Long Island Sound on June 2-3.

It was inferred that my protest against *Actaea* and *Golliwogg* was capricious and sea-lawyerish to say the least. The rule governing the number of crew to be carried is very specific and could in no way be misinterpreted, and for this reason I left two of my daughters, aged 14 and eight, ashore much as I would have liked to have them and much as they would have liked to be along. With a limit of six, as specified for my boat, it is obvious that they could not pull their weight as compared with two men.

My purpose in writing is to point out that any rule that restricts the number of crew on a cruising type boat is utterly out of keeping with the times and the generally accepted use of boats of this type.

It is my hope that sufficient interest may be aroused to change this rule so that when we occasionally race cruising boats we can bring the *whole* family and the weekend guests as well, without being subject to disqualification.

W. PORTER BUCK

Yacht *Nugget*
New York, N.Y.

(The protest Mr. Buck refers to was made under N.Y.Y.C. Racing Rule 16, which limits the number of persons that may be carried by a yacht in a race, in relation to her sail area. It resulted in the disqualification of two boats, one of which would otherwise have been a class winner, and it was obvious that neither yacht gained any advantage from having the extra guests aboard. Yacthing's editors heartily agree with Mr. Buck on the desirability of eliminating this anachronistic rule, and feel that he has done the sport a service by bringing the matter to a head with his protest.—Ed.)

"Am Still Rowing!"

Editors, YACHTING:

► "When We Used to Row"* was right up my channel. Am still rowing every chance we have and perhaps the only one left of the cross-handers who used to tend lobster pots in peapods, the easiest rowing boat ever built.

Some of the boys used to bore holes in the oar handles and pour lead in, for balance, but I didn't care for it myself.

JIM BEAL

Darien, Conn.

*YACHTING, June, 1956.

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Raymond Lenk, of Detroit, gets the winner's flag across the finish line of the 27½-mile Around-Manhattan-Island Marathon. His time was 2 hrs. 9 min.

GULF'S "HURRICANE INSPECTOR"

► A robot "hurricane inspector" now being built by the Gulf Oil Co's Research and Development Co. at Harmarville, Pa., is designed to sit inside hurricanes out in the Gulf of Mexico and record what goes on there.

It is described as the first sleuth, human or electronic, to measure scientifically the waves, winds, tides and currents in the open sea and in water over 100 feet deep. Most data of this kind has been collected in shallow coastal waters, and much of our knowledge and theory is based on what Gulf describes as "hind-casting." A highly complicated mechanism, its two compact, watertight steel boxes contain batteries charged by a wind generator, moisture-absorbing material, amplifiers, power units, cables, timers, recorders for imprinting six channels of information on running chart paper, and other engineers' delights. It will record wave heights, period between crests, and profiles; tidal heights; wind velocity and direction; and wave and current force, all of which may knock treasured sea legends, and perhaps scientific theories as well, into cocked hats, scientists believe.

Aside from its purely scientific value, the device has a practical purpose in guiding future installations in the great Gulf of Mexico frontier of the nation's unexplored petroleum reserves. Present oil drilling platforms (based on "hind-casting" theory) are built 40 feet above mean high water, and in water as deep as 125 feet, which brings the structures to the height of a 15-story building. Gulf Oil intends to take no chances on human life and valuable equipment in future oil drilling operations in this area if its "hurricane inspector" can furnish scientific facts to replace present theories on the forces these structures must sustain in future hurricanes.

STANLEY S. SAYRES DIES

► Stanley S. Sayres of Seattle, Wash., owner of the world-famous unlimited class racing power boats which bore the name *Slo-mo-shun*, died in his sleep on Sept. 17. At the time of his death he held the world speed record for propeller-driven boats.

The name Sayres was virtually unknown within the realm of the sport when, on June 26, 1950, he drove *Slo-mo IV* over the measured mile at 160.323 m.p.h., breaking the then-existing international mark. Later that year this same boat captured the Gold Cup and Harmsworth trophies.

In 1951 Stan added *Slo-mo-shun V* to his fleet. The newer craft won that 1951 Gold Cup race, and she again took our top power boat award in 1954.

Mo IV meanwhile was retaining her share of the glory. On July 7, 1952, Sayres piloted her in boosting his own world record to the currently standing height of 178.497. She went on to win that year's Gold Cup race and duplicate her victory in 1953.

After suffering a serious accident while preparing for the 1955 Gold Cup race, *Slo-mo-shun V* was sold. Under similar circumstances the *IV* was virtually destroyed during preliminaries for this year's race at Detroit.

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★ *IMPORTANT SEE PAGE 97*

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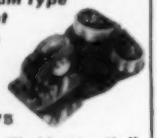

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DO YOU REMEMBER?

By Gordon R. Lopez

MY WIFE and I sailed into St. Thomas, in the Virgin Islands, a year or so ago and were reminded of an editorial that appeared in the September, '50 issue of YACHTING. It ran like this:

"God save all sailors from the U. S. Army, if a yarn received from Mobile, Ala., is as accurate as the legal brief accompanying it indicates. Two years ago Captain and Mrs. Einer Henrichsen, of the Royal Danish Y.C., on a round-the-world voyage in their ketch *Viking*, met an American in St. Thomas who urged them to detour by way of the Gulf Coast and visit him at his home in Mobile. On the way they ran into a storm and on July 11, 1948, uncertain of their landfall, they hoisted a signal for a pilot, thinking they were off Pensacola, some 75 miles away.

"An Army crash boat came out from Elgin Air Force Base, Destin, Fla., and instead of giving them their position put a line aboard and towed them into the Base. Next day they were driven to Pensacola and questioned by immigration authorities, who retained their passports and ship's papers but gave them verbal permission to proceed to Mobile.

"Returning to the Air Base they were brusquely ordered to clear out of the place at once, without a chance to rest, take on necessary supplies or recover their papers, and in darkness at that. When Capt. Henrichsen protested, an Army tug was ordered to tow him to sea immediately. The tug managed to put the *Viking* aground (at nine knots, according to the evidence) in the narrows of Choctawhatchee Bay, and by the time they had yanked her off again, sideways, she was leaking in every seam, her sternpost and a lot of planks loosened, caulking and putty squeezed out of her seams, and in wholly unseaworthy condition. Whereupon they towed her back to the Base, and to a drydock.

"That was two years ago. Unable to recover from the government for their damages, lacking the funds for the necessary rebuilding of the wrecked *Viking*, and with the savings that were to have taken them around the world rapidly ebbing away from the cost of living here, the Henrichsens are still in Mobile. On June 28 their ship sank from under them, her leaks having grown to a point where they could no longer be kept under control with the pumps. So there they are, on the beach, broke, minus their once-seaworthy vessel. All because some brass hat peremptorily issued a stupid order and an incompetent tugboat skipper bungled the execution of it. Conflicting testimony has made it impossible for them to recover damages.

"It's one way, no doubt, to promote international goodwill and enhance Uncle Sam's popularity in Denmark."

We were reminded of the YACHTING editorial because who should welcome us to St. Thomas but the Henrichsens. We dropped our hook a scant few yards from them in the crowded anchorage and they rowed over to say hello. Talk about small boats! We thought our 28′ sloop was small to be doing extended cruising (we were on our way from Florida to California, via the Canal) but the Henrichsen's 22-footer made us feel sort of like the mighty *Mo*.

Well, we got to know the Henrichsens a little better as we spent more than a month painting, sewing sails and generally fixing up our boat for the voyage home, and we were naturally curious as to what had transpired since we had read about them.

As YACHTING's editorial said, "they were on the beach and broke" but the sea has run through the blood of Vikings for centuries and therein lay their answer. They shipped out with the Danish Merchant Marine; Mr. Henrichsen as seaman and Mrs. Henrichsen as stewardess. They sailed the seven seas for two and one-half years, visiting all the strange ports they had planned to make aboard the *Viking*. "Not exactly as we had planned," said Mr. Henrichsen.

At the end of two and one-half years they had enough money saved so that they figured they might buy another

boat, especially since they had heard from so many sources that in the Cayman Islands (British Islands some 180 miles southwest of Cuba) they could find a well-built native boat at a reasonable price. They paid expensive passage down to the Caymans but found very little shipbuilding and nothing to fit their needs. So again an expensive passage and another disappointment and still another, until they were down to Trinidad. Not discouraged, but low on funds and apprehensive, it was either here or out with the Merchant Marine for another two or three years. Then they found her, this little sloop, only 22 feet long, but sound of plank and frame.

A joyous six months passed as they sailed (the *Penelope* has no motor) from Trinidad to the Virgin Islands. Mrs. Henrichsen goes ashore in the morning to work as a receptionist at one of the local dental offices and Mr. Henrichsen stays aboard working to get *Penelope* ready for sea again.

They don't have any definite plans and they're not bitter at the past. Indeed, they have only good words about everything and everyone they've met (perhaps they sometimes add a sour note to the effect that the U. S. Army doesn't always assign men to sea duty that know something about boats).

They are certain of one thing: they don't want to return to Denmark short of their original goal of around the world. But as they say, "Then again the Islands aren't such a bad place to live in—even on a wee ship."

It may be a grand old naval tradition to go down with the ship, but I kind of like the way the Henrichsens are doing it.

Malibu Outrigger on Balboa Bay

THE MALIBU OUTRIGGER

► In Southern California, the most exciting new racing class is the Malibu Outrigger. It has special characteristics that suit it to the sailing conditions on many long stretches of the Pacific Coast, where the scarcity of natural harbors presents the challenge of landing and launching through the surf and, not infrequently, of storage on an open beach.

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Practically all the outriggers on the "Malibu Coast," and there are more than 100 at the present writing, are owner-built. Plans may be obtained from the Malibu Yacht Club, Larene Seaman, Sec'y., 13355 Beach Ave., Venice, Cal., for $8, including registration.

ROBERT FORTIER

BOOKS FOR YACHTSMEN

TO THE GREAT SOUTHERN SEA, *by William Albert Robinson* (Harcourt Brace and Company. Illustrated. $5.00).

William A. Robinson, as most readers of YACHTING already know, was never a man to do things by half measure. In 1931 he completed a voyage round the world in his 32-foot ketch *Svaap*. In this present handsomely illustrated volume "Robbie" makes a 15,000 mile voyage from his home in Tahiti down across the "Roaring Forties" to Patagonia; thence up the South American coast to Panama (where his pretty Tahitian bride presents him with an addition to the crew list) and home west with stops at the Galapagos Islands and Mangareva.

For this adventure the author sailed his 70-foot brigantine *Varua*, accompanied by Ah You, his wife; Piho, an adopted Polynesian girl, and two Tahitian hands. About half way along the southern west-to-east crossing the vessel encounters the ultimate in storms, in which the Starling Burgess designed hull of *Varua* really showed her mettle. "There was no uncertainty about our storm," says the author. "If I live to be a hundred it will still be *the* storm."

To cope with the 100-mile winds and 50-foot seas, Robinson ran *Varua* off before it with several hundred feet of assorted manila drags astern. "With all our drags astern and bare poles, we sailed a steady three to four knots through the water—except when crests passed under us. When a 50-ton vessel surfboards shudderingly down the face of a great sea on its breaking crest, you have experienced something."

This book is a "must" for every yachtsman's library.

GEORGE T. EGGLESTON

THE SECRET WAR OF INDEPENDENCE, *by Helen Augur* (Duell, Sloane and Pearce, New York, $4.75). In this fascinating history of diplomatic intrigue carried on by the incomparable Benjamin Franklin in the early days of the Revolution the fact is constantly stressed that if it hadn't been for the American privateers and the French Navy, and for Franklin's inculcation of both, there'd have been no independence. Although some of his trusted aides were British spies and although even the patriotic Silas Deane went over to the enemy before the war was ended, Franklin carried on with his dual task of persuading France to ally herself with us and of consigning the Unum Necessarium (early Latin slang for arms, ammunition, sulphur and saltpetre) from Holland and England to Statia and other islands in the West India for transshipment to the States. Despite slander, espionage, and daily frustration, the wily Franklin provided Washington's armies with the munitions needed to continue the land warfare against the British and the naval assistance essential to forcing Cornwallis's surrender at Yorktown. Those Americans who have thought tolerantly of Benjamin as a kindly old philosopher who interested himself in electricity and the Gulf Stream while our Stateside forebears drove the redcoats out will be surprised to learn from this sympathetic and scholarly account how much they owe to the friend and supporter of Gustavus Conyngham, Paul Jones, and all the other sea fighters who helped the United States win her independence.

A. F. L.

WHALE OFF! The Story of American Shore Whaling, *by Everett J. Edwards and Jeannette Edwards Rattray* (Coward-McCann, $10.00). Every history of American whaling records that the colonists as early as 1640 went off the beaches of Long Island and southern New England in small boats to kill whales sighted from shore, as the Indians had been doing before the white man came. But hitherto nobody has told much about what this shore whaling was like, and probably few people realize that whales were killed off the beaches of eastern Long Island as late as 1918.

Everett Edwards was one of the last whalers of an Amagansett family that for generations had reaped oil and bone harvests within sight of their home scuttles. When he was an old man, his daughter sat down with notebook and pencil and recorded many of his yarns. She was a good reporter—these tales come through to us with such descriptive color, action and life that the reader might be sitting by the fire listening to "Cap'n Ev" tell them; might even get the feeling that he was there on the beach when the rallying-call of "Whale Off!" was passed through the shore villages and the rugged farmer-fishermen-whalers ran their boats out through the surf to spend a mid-winter day or two killing their mamouth prey and towing it ashore, to be tried out in their great kettles on the beach.

After her father's death, Mrs. Rattray completed her research on the history of the industry from earliest colonial days down, which makes up the later part of this fascinating book on a little-known phase of American life.

Aside from the whaling itself, this book is a valuable record of the life, the people and even the idiomatic talk of the rugged residents of isolated eastern Long Island before the summer cottages and the sport fishermen took over Montauk and its approaches.

W. H. T.

INLAND WATERWAYS OF FRANCE, *by E. E. Benest* (Imray, Laurie Norie & Wilson, $6.00). This book encourages wanderlust. The thought of entering France at Le Havre, sailing the Seine to Paris and then touring by water all the way to Marseilles is decidedly tempting. Anyone lucky enough to explore the waterways will find Mr. Benest an excellent guide.

RUTH BRINDZE

THE COAST OF MAINE, *by Louise Dickinson Rich* (Crowell, 1956, $3.95). Confirmed marineacs will devour this book with relish. Mrs. Rich, a Maine native and lifelong resident, knows her state as do few others, and loves it. The sub-title "An Informal History and Guide" is an accurate description of this 308 page book, which contains a good deal of historical background made vivid with many amusing anecdotes, for example; a comment on the history of Lubec's participation in the war of 1812, when its inhabitants were cleaning up in the smuggling trade. It seems the keeper of the Golden Ball Tavern (still standing) had a secret room "where the proprietor hid deserting British soldiers—this was a very profitable side line and, besides that, one of them married his daughter."

The author divides the coast into three parts, western, middle and eastern—and how different they are! Each town's history is reviewed and points of interest are indicated. Her description of each area is vivid and made this reviewer regret he has always sailed right past Casco Bay without even heading in for a look-see. It is pointed out that every one has his personal 'Down-East': Some feel they are there when they cross the line from New Hampshire, others don't feel that way until Schoodic is astern.

There are one or two passages which will raise a sailor's eyebrow, for example, on page 85 where the author says the great schooners carried—"six or eight or more masts." Mistakenly John's Island in Casco Bay is mentioned as the summer home of members of the Lauder family whereas their Jon's Island is in the John's River, off South Bristol. And while I am being critical I must add that it is too bad that the cartographer who made the excellent maps and end papers completely omitted to name Blue Hill Bay, the town of the same name and Swan's Island. But let's not carp; it is a fine and rewarding book and with its very complete index, will add immeasurably to the pleasure of those cruising that delightful coast.

W. H. de F.

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LESTER A. WAGEMAKER

► Lester A. Wagemaker, vice-president of Wagemaker Company, builders of the well-known Wolverine line of outboard boats, died in a Grand Rapids, Mich., hospital on August 23. He had been under treatment for a heart ailment for some months. Mr. Wagemaker had been a prominent figure in the boating industry for many years and his passing is felt as a deep personal loss by all who knew him.

1957 TIDE TABLES AVAILABLE

► The Coast and Geodetic Survey has announced publication of Serial No. 791, "Tide Tables, West Coast, North and South America (including the Hawaiian Islands)" for the year 1957.

The volume contains full daily predictions of the times and heights of the tide at 38 reference stations, and tidal differences and ranges for approximately 1,000 other places. Data as to diurnal variations of the tides, the times of sunrise and sunset, and phases of the moon are also given.

The Tide Tables are distributed by authorized agents, district offices, and the Washington office of the Coast and Geodetic Survey, Department of Commerce. The price is 50 cents a copy.

BOATHOUSES FOR SMALL CRAFT

► Floating boathouses, designed to provide under-cover storage for boats from 14′ to 20′ long, are being manufactured by Northwest Georgia Enterprises, Inc., of Rome, Georgia. Called Tip-Top boathouses, they have a resemblance to floating Quonset huts. Standard 55-gal. oil drums provide flotation and also support the access catwalks and the steel frames of the semi-circular tops, which are made of corrugated aluminum.

In Model 1614, for boats 14′ long, the entire top may be swung back by means of a lifting handle, counterweights on the hinged side making lifting comparatively easy. A system of cables and pulleys, connected to the counterweights, automatically lifts the boat from the water as the cover is closed. In the larger Tip-Tops, the boats enter and leave by an end gate.

A FLORIDA-BUILT DINGHY

► The recently-announced Octopus is a nine-foot molded fiberglass dinghy for sailing or rowing. Its beam is four feet, and the sailing model carries 47½ feet of sail in its cat rig. Pleasing to the eye and easy to maintain, the hull is white outside with non-skid gray interior. Seats, gunwale, rudder, and tiller are mahogany, finished bright. The aluminum dagger board works through a trunk that is integrally-molded with the hull. Five flotation chambers provide buoyancy. The Octopus is made in Florida by Bryant Winther Mfg., Co., P.O. Box 134, Coconut Grove, Miami 33, and is priced at $395 for the sailing model and $250 for the rowing model, both prices f.o.b., Miami.

This 20′ cabin cruiser, designed and built by Reinell Boat Works, Maryville, Wash., was developed especially to use the 65-hp. Aqua-Pak V-drive engine manufactured by Universal Motor Company, Oshkosh, Wisconsin

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Marine Sales, LA MARCHE MFG. CO., WAKEFIELD 1, R.I.

The latest model in the line of outboard boats built by Topper Boat Co., 5816 Ritchie Highway, Baltimore 25, Md., is this 20' Sports Cruiser. It is priced at $1425, has berths for two persons. The full size double transom will accommodate a single or twin outboards

To complete its line of neoprene-shell blocks the South Coast Company, of Newport Beach, Cal., has recently introduced several new models of deck plate blocks—both with and without swivel eyes. The blocks are roller-bushed, with interiors of all-bronze construction. The neoprene shells are said to require no maintenance and will minimize marring of decks and spars

A RADIOTELEPHONE POWER METER

► Northeast Radio Products Co., of Wollaston, Mass., has begun production of its model AM-23 Power Guide, an instrument for checking the transmitting power and indicating proper adjustment of radiotelephones. The Power Guide is entirely self-contained, and does not require batteries or connection to the ship's power supply. A built-in antenna picks up power radiated from the telephone antenna and relative output is indicated on a large meter. The transmitter can be monitored continuously, assuring the operator that the set is functioning properly. The Power Guide sells for $28.95.

SPARE PARTS KIT FOR NORDBERG ENGINES

► Nordberg Manufacturing Company has assembled an On-Board Spare Parts Kit for Nordberg 6-cyl. gasoline marine engines. It includes a fuel pump, oil filter element, coil, distributor cap, breaker plate assembly, distributor rotor, nipples, ignition wire, six spark plugs, a can of lacquer spray, and such miscellaneous items as capscrews, washers, petcocks, hose clamps and water pump parts. The kit, in a compact steel box, may be obtained from Nordberg dealers or direct from the manufacturer at Milwaukee 1, Wisconsin.

ESSO OFFERS PILOTING LOG

► A useful accessory for navigation and piloting is the Esso Log, a booklet prepared by Esso Standard Oil Co., 15 West 51st St., New York 19, N.Y. Columns and headings are arranged to form a time-course-distance log, so that the entries provide a record of estimated and actual times required for runs between ports, buoys, etc. For courses that are frequently sailed, the log provides valuable reference data for use at times of reduced visibility. Comprehensive instructions on the use of the log, including explanations of compass courses, variation and deviation, current corrections, and bearings make the booklet a really practical navigational aid. The logs may be obtained gratis from Esso Marine dealers.

A GUIDE TO GULF COAST WATERS

► Yachtsmen cruising the waters of Lake Pontchartrain and the lakes and bayous to the eastward will welcome the new Cruising Guide published by the Southern Yacht Club, of New Orleans. Pilotage in this area is likely to be confusing because of the numerous channels, islands, and inter-connecting bays. The Cruising Guide describes them and the Intracoastal Waterway from New Orleans to Carrabelle, Fla., and provides sailing directions for entering or leaving the many passes along the coast. Data on the best anchorages, the availability of fuel and supplies, and a list of H. O. publications and charts serve to make this a comprehensive volume. The Guide is $1.00 from Southern Y.C. Pontchartrain Blvd., New Orleans 24, La.

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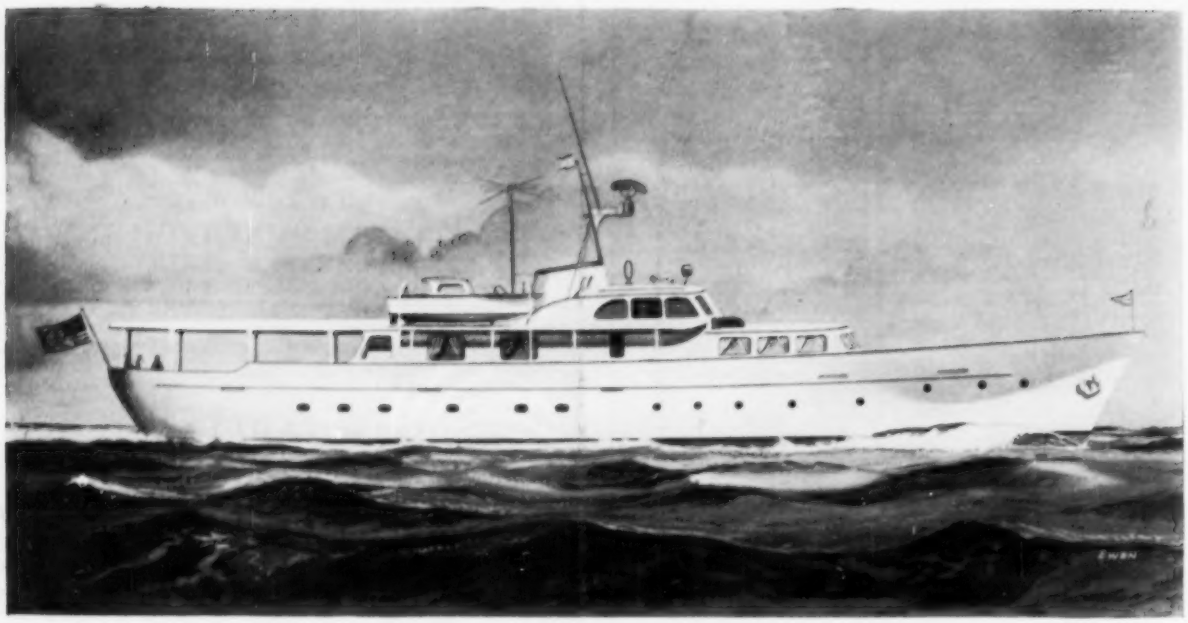

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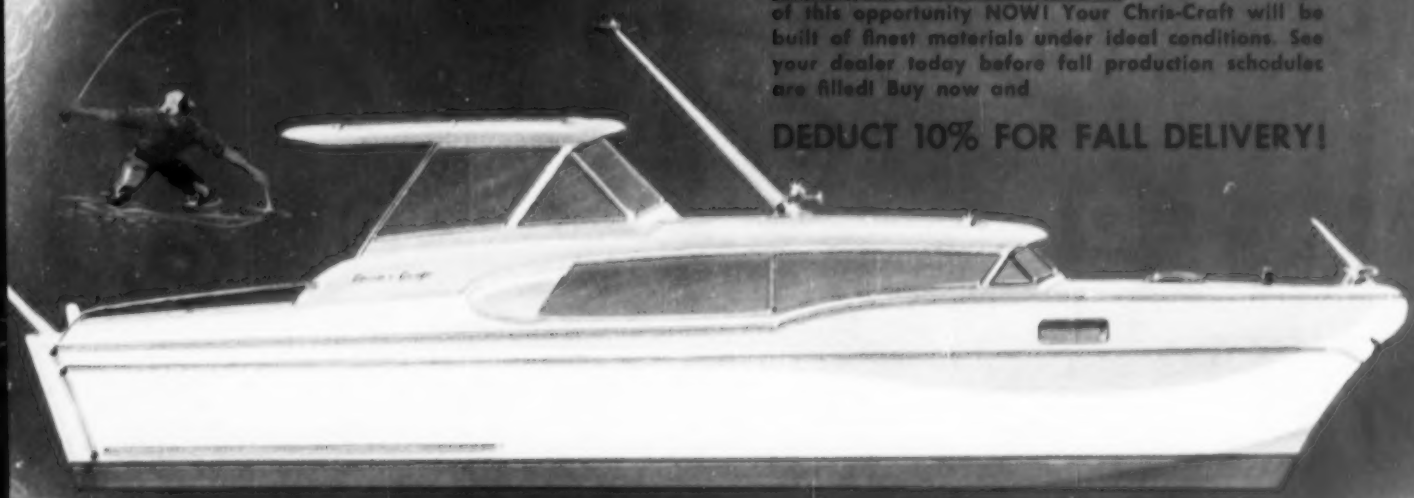

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